Appendix A

Proposed Action (Alt. 2)			
Access and Travel Management			
Road Number	Length (miles)	Closure Type	Purpose of Closure
3100033	0.11	Permanent Closure	WL
3100036	0.87	Permanent Closure	WL
3100036	0.85	Permanent Closure	WL
3100088	0.44	Permanent Closure	SR
3100090	0.34	Permanent Closure	WL
3100096	0.37	Permanent Closure	WL
3100104	0.99	Permanent Closure	WL
3100105	0.44	Permanent Closure	WL
3100193	0.21	Permanent Closure	WL
3100195	2.19	Seasonal Closure	SR/WL/RM
3100196	0.54	Seasonal Closure	SR/WL/RM
3100208	0.77	Permanent Closure	WL
3100212	0.25	Permanent Closure	WL
3100218	1.12	Seasonal Closure	SR/WL/RM
3100223	0.25	Permanent Closure	WL
3100224	0.31	Permanent Closure	WL/SR
3100243	0.52	Permanent Closure	SR
3100249	0.11	Permanent Closure	WL
3100250	0.29	Permanent Closure	WL
3100259	0.15	Permanent Closure	WL
3100271	0.80	Permanent Closure	SR
3100273	0.44	Permanent Closure	WL
3100286	0.83	Permanent Closure	SR/WL
3100288	0.09	Permanent Closure	WL
3100290	0.09	Permanent Closure	SR
3100294	0.10	Permanent Closure	WL
3100296	0.74	Permanent Closure	SR
3100305	0.32	Permanent Closure	WL
3100306	0.15	Permanent Closure	WL
3100319	0.13	Permanent Closure	WL
3100321	0.41	Permanent Closure	SR
3100334	0.13	Seasonal Closure	SR/WL/RM
3100343	0.04	Seasonal Closure	SR/WL/RM
3100381	0.36	Permanent Closure	WL
3100415	0.33	Permanent Closure	SR
3100430	0.32	Permanent Closure	WL
3100431	0.34	Permanent Closure	WL
3100436	0.18	Permanent Closure	WL
3100437	0.27	Permanent Closure	WL
3100559	0.27	Permanent Closure	SR
3100571	0.26	Permanent Closure	WL
3100601	0.20	Permanent Closure	WL
3100601	0.39	Permanent Closure	SR
3100612	0.09	Permanent Closure	WL
3100719	0.18	Permanent Closure	WL
3100728	0.15	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3100770	0.40	Permanent Closure	WL
3100820	0.15	Permanent Closure	WL
3100843	0.24	Permanent Closure	WL
3100846	0.28	Permanent Closure	WL
3100847	0.00	Permanent Closure	WL
3100858	0.11	Permanent Closure	SR
3100859	0.19	Permanent Closure	WL
3100860	2.34	Seasonal Closure	SR/WL/RM
3100866	0.16	Permanent Closure	SR
3100866	0.27	Permanent Closure	WL
3100870	0.58	Seasonal Closure	SR/WL/RM
3100873	0.07	Seasonal Closure	SR/WL/RM
3100874	0.70	Permanent Closure	WL
3100898	0.46	Seasonal Closure	SR/WL/RM
3100937	0.82	Seasonal Closure	SR/WL/RM
3100938	1.42	Permanent Closure	WL
3100939	0.22	Seasonal Closure	SR/WL/RM
3100953	0.47	Decommission	SR
3100955	0.21	Decommission	SR
3100957	0.90	Decommission	SR
3100964	0.10	Permanent Closure	SR
3100969	0.56	Permanent Closure	SR
3100982	0.47	Permanent Closure	WL
3110110	0.61	Permanent Closure	WL
3110111	0.22	Permanent Closure	WL
3110140	0.16	Permanent Closure	SR
3110176	0.66	Signed Year Round Closure	WL
3110181	0.46	Permanent Closure	WL
3110182	0.48	Permanent Closure	WL
3110186	0.11	Permanent Closure	WL
3110820	0.17	Permanent Closure	WL
3110986	0.13	Permanent Closure	WL
3120123	0.20	Permanent Closure	WL
3120124	0.45	Permanent Closure	SR
3120126	0.42	Permanent Closure	SR
3120143	0.21	Permanent Closure	WL
3120144	0.13	Permanent Closure	WL
3120163	0.24	Permanent Closure	WL
3120163	0.37	Permanent Closure	WL
3120166	0.60	Permanent Closure	WL
3120172	0.72	Permanent Closure	WL
3120173	0.05	Permanent Closure	WL
3120236	0.13	Permanent Closure	WL
3120279	0.42	Permanent Closure	WL
3125000	2.92	Seasonal Closure	SR/WL/RM
3125051	0.58	Permanent Closure	WL
3125121	0.18	Seasonal Closure	SR/WL/RM
3125150	0.55	Seasonal Closure	SR/WL/RM
3125151	0.14	Seasonal Closure	SR/WL/RM
3125152	0.10	Seasonal Closure	SR/WL/RM

Road Number	Length (miles)	Closure Type	Purpose of Closure
3125153	0.06	Seasonal Closure	SR/WL/RM
3125240	0.41	Seasonal Closure	SR/WL/RM
3125244	1.37	Seasonal Closure	SR/WL/RM
3125413	0.69	Seasonal Closure	SR/WL/RM
3125435	0.15	Seasonal Closure	SR/WL/RM
3125436	0.25	Seasonal Closure	SR/WL/RM
3125487	0.42	Seasonal Closure	SR/WL/RM
3125527	0.70	Permanent Closure	WL
3125531	0.30	Permanent Closure	WL
3125533	0.34	Permanent Closure	WL
3125553	0.29	Seasonal Closure	SR/WL/RM
3125555	0.74	Seasonal Closure	SR/WL/RM
3125556	0.20	Seasonal Closure	SR/WL/RM
3125670	0.22	Seasonal Closure	SR/WL/RM
3125744	0.11	Seasonal Closure	SR/WL/RM
3125749	1.28	Seasonal Closure	SR/WL/RM
3125751	0.20	Seasonal Closure	SR/WL/RM
3125755	0.43	Seasonal Closure	SR/WL/RM
3125756	0.20	Seasonal Closure	SR/WL/RM
3125761	0.09	Seasonal Closure	SR/WL/RM
3125764	0.27	Seasonal Closure	SR/WL/RM
3125767	0.20	Seasonal Closure	SR/WL/RM
3125789	1.13	Seasonal Closure	SR/WL/RM
3125794	0.75	Seasonal Closure	SR/WL/RM
3125798	1.88	Seasonal Closure	SR/WL/RM
3125911	0.17	Permanent Closure	WL
3125912	2.12	Seasonal Closure	SR/WL/RM
3125913	0.63	Permanent Closure	WL
3125916	0.62	Seasonal Closure	SR/WL/RM
3125918	1.74	Seasonal Closure	SR/WL/RM
3125920	1.18	Permanent Closure	SR
3125924	1.30	Permanent Closure	WL
3125924	0.25	Permanent Closure	SR
3125926	0.22	Permanent Closure	WL
3125927	0.16	Seasonal Closure	SR/WL/RM
3125929	0.13	Permanent Closure	WL
3125930	0.30	Seasonal Closure	SR/WL/RM
3125931	0.32	Permanent Closure	WL
3125943	0.50	Permanent Closure	WL
3125947	0.21	Permanent Closure	WL
3125951	0.80	Seasonal Closure	SR/WL/RM
3125952	0.25	Permanent Closure	WL
3125971	1.81	Seasonal Closure	SR/WL/RM
3125972	0.14	Seasonal Closure	SR/WL/RM
3125975	0.07	Permanent Closure	WL
3125977	0.39	Seasonal Closure	SR/WL/RM
3125978	0.49	Permanent Closure	WL
3125979	1.89	Seasonal Closure	SR/WL/RM
3125980	0.20	Seasonal Closure	SR/WL/RM
3125981	2.80	Seasonal Closure	SR/WL/RM

Road Number	Length (miles)	Closure Type	Purpose of Closure
3125983	1.43	Seasonal Closure	SR/WL/RM
3125987	0.14	Seasonal Closure	SR/WL/RM
3125988	0.29	Seasonal Closure	SR/WL/RM
3125989	0.18	Seasonal Closure	SR/WL/RM
3125990	0.09	Seasonal Closure	SR/WL/RM
3125991	0.37	Seasonal Closure	SR/WL/RM
3125993	0.34	Seasonal Closure	SR/WL/RM
3125997	0.32	Seasonal Closure	SR/WL/RM
3130055	1.13	Permanent Closure	WL
3130066	0.13	Permanent Closure	WL
3130074	0.48	Permanent Closure	WL
3130077	0.34	Permanent Closure	WL
3130079	0.22	Permanent Closure	WL
3130085	0.74	Permanent Closure	WL
3130101	0.60	Decommission	SR
3130130	0.31	Permanent Closure	WL
3130616	0.67	Permanent Closure	WL
3130617	0.19	Permanent Closure	WL
3130988	0.61	Permanent Closure	WL
3130990	0.15	Permanent Closure	WL
3130992	1.31	Permanent Closure	WL
3130993	0.39	Permanent Closure	WL
3130994	0.40	Permanent Closure	WL
3140049	0.17	Permanent Closure	WL
3140051	0.06	Permanent Closure	WL
3140081	0.03	Permanent Closure	WL
3140108	0.22	Permanent Closure	WL
3140110	0.31	Permanent Closure	WL
3140120	0.93	Seasonal Closure	SR/WL/RM
3140121	0.99	Decommission	SR
3140123	0.77	Signed Year Round Closure	WL
3140125	0.59	Signed Year Round Closure	WL
3140205	0.40	Permanent Closure	WL
3140207	0.13	Permanent Closure	WL
3140211	0.55	Permanent Closure	WL
3140214	0.53	Seasonal Closure	SR/WL/RM
3140218	0.28	Permanent Closure	SR
3140220	0.19	Permanent Closure	WL
3140221	0.11	Seasonal Closure	SR/WL/RM
3145389	0.79	Seasonal Closure	SR/WL/RM
3700100	1.06	Seasonal Closure	SR/WL/RM
3700117	0.60	Permanent Closure	WL
3700120	0.44	Permanent Closure	SR
3700138	0.16	Permanent Closure	WL
3700162	0.29	Permanent Closure	WL
3700163	0.15	Permanent Closure	WL
3700167	0.28	Permanent Closure	SR
3700172	0.55	Permanent Closure	WL
3700176	0.54	Permanent Closure	WL
3700177	0.41	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3700178	0.19	Permanent Closure	WL
3700185	0.12	Permanent Closure	SR
3700185	0.98	Permanent Closure	WL
3700189	0.43	Permanent Closure	SR
3700190	0.34	Permanent Closure	SR
3700191	0.31	Permanent Closure	WL
3700195	0.63	Permanent Closure	SR
3700198	0.16	Permanent Closure	SR
3700206	0.48	Permanent Closure	WL
3700208	0.33	Permanent Closure	SR
3700210	0.61	Permanent Closure	WL
3700211	0.20	Permanent Closure	WL
3700235	0.09	Permanent Closure	SR
3700262	0.11	Permanent Closure	WL
3700264	0.15	Permanent Closure	WL
3700282	0.28	Permanent Closure	WL
3700283	0.17	Permanent Closure	WL
3700293	0.14	Permanent Closure	WL
3700297	0.39	Permanent Closure	WL
3700302	0.20	Permanent Closure	WL
3700303	0.51	Permanent Closure	WL
3700304	0.27	Permanent Closure	WL
3700311	0.60	Seasonal Closure	SR/WL/RM
3700313	0.24	Permanent Closure	WL
3700320	1.05	Permanent Closure	WL
3700321	0.30	Permanent Closure	WL
3700322	0.39	Permanent Closure	SR
3700323	0.19	Permanent Closure	WL
3700325	0.44	Permanent Closure	WL
3700327	0.22	Permanent Closure	WL
3700329	0.20	Permanent Closure	WL
3700330	0.42	Permanent Closure	WL
3700331	0.06	Permanent Closure	WL
3700333	0.08	Permanent Closure	WL
3700339	0.18	Permanent Closure	WL
3700340	0.32	Permanent Closure	WL
3700341	0.55	Permanent Closure	WL
3700345	0.53	Permanent Closure	WL
3700348	0.32	Permanent Closure	WL
3700358	0.17	Permanent Closure	WL
3700363	0.24	Permanent Closure	SR
3700375	0.07	Permanent Closure	WL
3700376	0.12	Permanent Closure	WL
3700378	0.19	Permanent Closure	SR
3700379	0.79	Permanent Closure	SR
3700380	0.12	Permanent Closure	WL
3700381	0.19	Permanent Closure	SR
3700392	0.17	Permanent Closure	WL
3700393	0.23	Permanent Closure	WL
3700396	0.06	Permanent Closure	SR

Road Number	Length (miles)	Closure Type	Purpose of Closure
3700425	0.26	Permanent Closure	WL
3700436	0.16	Permanent Closure	SR
3700437	0.11	Permanent Closure	WL
3700438	0.20	Permanent Closure	SR
3700505	0.20	Seasonal Closure	SR/WL/RM
3700562	0.22	Permanent Closure	WL
3700564	0.51	Permanent Closure	WL
3700641	0.49	Signed Year Round Closure	admin
3700861	2.32	Seasonal Closure	SR/WL/RM
3700941	0.44	Permanent Closure	WL
3700980	0.23	Permanent Closure	WL
3746338	0.09	Permanent Closure	WL
3746339	0.74	Permanent Closure	WL
3746675	1.38	Seasonal Closure	SR/WL/RM
3746681	1.37	Seasonal Closure	SR/WL/RM
3746683	1.16	Permanent Closure	SR
3746689	0.44	Seasonal Closure	SR/WL/RM
3746694	0.39	Permanent Closure	WL
3746696	0.34	Permanent Closure	WL
3746702	0.43	Seasonal Closure	SR/WL/RM
3746703	0.86	Seasonal Closure	SR/WL/RM
3746704	1.32	Seasonal Closure	SR/WL/RM
3746705	0.12	Permanent Closure	WL
3746707	1.24	Seasonal Closure	SR/WL/RM
3746709	0.30	Permanent Closure	WL
3746710	0.21	Permanent Closure	WL
3746711	0.15	Permanent Closure	WL
3746712	0.39	Permanent Closure	WL
3746713	2.86	Seasonal Closure	SR/WL/RM
3746720	0.79	Seasonal Closure	SR/WL/RM
3746722	0.17	Permanent Closure	WL
3746724	0.08	Permanent Closure	WL
3746726	0.55	Permanent Closure	WL
3746728	0.30	Permanent Closure	WL
3746732	0.11	Permanent Closure	WL
3746734	0.47	Permanent Closure	WL
3746734	0.18	Permanent Closure	SR
3746737	0.24	Permanent Closure	WL
3746739	0.53	Permanent Closure	WL
3746740	0.32	Permanent Closure	SR
3746743	0.85	Seasonal Closure	SR/WL/RM
3746746	0.21	Permanent Closure	SR
3746752	0.45	Permanent Closure	WL
3746754	0.23	Seasonal Closure	SR/WL/RM
3746756	0.23	Seasonal Closure	SR/WL/RM
3746760	0.57	Seasonal Closure	SR/WL/RM
3746763	0.55	Permanent Closure	WL
3746764	0.56	Permanent Closure	WL
3746765	0.18	Permanent Closure	WL
3746766	0.17	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3746978	0.74	Seasonal Closure	SR/WL/RM
3746981	0.16	Permanent Closure	WL
3746982	0.17	Seasonal Closure	SR/WL/RM
3746983	0.58	Seasonal Closure	SR/WL/RM
3746985	0.36	Seasonal Closure	SR/WL/RM
3746989	0.11	Permanent Closure	WL
3765138	1.06	Seasonal Closure	SR/WL/RM
3765139	0.49	Permanent Closure	WL
3765140	0.35	Permanent Closure	WL
3765915	0.13	Permanent Closure	WL
3765917	0.74	Permanent Closure	WL
3765919	0.75	Permanent Closure	WL
3765940	0.12	Permanent Closure	WL
3765955	0.09	Permanent Closure	WL
		SR = Sediment Reduction	
		WL = Wildlife	
		RM = Road Maintenance	
		Admin = Administrative Need	

Road Number	Length (miles)	Closure Type	Purpose of Closure
Alternatives 3 and 4			
Access and Travel Management			
3100033	0.11	Permanent Closure	WL
3100035	1.13	Permanent Closure	SR
3100036	0.85	Permanent Closure	WL
3100088	0.44	Permanent Closure	SR
3100090	0.34	Permanent Closure	WL
3100093	0.09	Permanent Closure	WL
3100095	1.10	Decommission	SR
3100096	0.37	Permanent Closure	WL
3100104	0.99	Permanent Closure	WL
3100105	0.44	Permanent Closure	WL
3100193	0.21	Permanent Closure	WL
3100195	1.58	Permanent Closure	SR
3100196	0.54	Decommission	SR
3100208	0.77	Permanent Closure	WL
3100210	0.20	Decommission	SR
3100212	0.25	Permanent Closure	WL
3100218	1.12	Permanent Closure	WL
3100223	0.25	Permanent Closure	WL
3100224	0.26	Permanent Closure	WL
3100224	0.05	Permanent Closure	SR
3100243	0.52	Permanent Closure	SR
3100248	0.27	Permanent Closure	WL
3100248	0.14	Permanent Closure	WL
3100248	0.29	Permanent Closure	SR
3100248	0.45	Permanent Closure	WL
3100249	0.11	Permanent Closure	WL
3100250	0.29	Permanent Closure	WL
3100259	0.15	Permanent Closure	WL
3100260	0.43	Permanent Closure	WL
3100271	0.80	Decommission	SR
3100286	0.76	Decommission	SR
3100286	0.01	Permanent Closure	WL
3100286	0.06	Decommission	SR
3100288	0.09	Permanent Closure	WL
3100290	0.09	Permanent Closure	SR
3100294	0.10	Permanent Closure	WL
3100296	0.21	Permanent Closure	SR
3100296	0.53	Permanent Closure	WL
3100305	0.32	Permanent Closure	WL
3100306	0.15	Permanent Closure	WL
3100319	0.13	Permanent Closure	WL
3100321	0.41	Permanent Closure	SR
3100334	0.13	Permanent Closure	WL
3100381	0.36	Permanent Closure	WL
3100415	0.33	Permanent Closure	SR

Road Number	Length (miles)	Closure Type	Purpose of Closure
3100430	0.32	Permanent Closure	WL
3100431	0.34	Permanent Closure	WL
3100435	0.03	Permanent Closure	SR
3100436	0.18	Permanent Closure	WL
3100437	0.27	Permanent Closure	WL
3100557	0.13	Permanent Closure	WL
3100559	0.27	Permanent Closure	SR
3100571	0.26	Permanent Closure	WL
3100601	0.20	Permanent Closure	WL
3100601	0.39	Permanent Closure	SR
3100612	0.09	Permanent Closure	WL
3100719	0.18	Permanent Closure	WL
3100728	0.15	Permanent Closure	WL
3100745	0.49	Decommission	SR
3100759	0.38	Decommission	SR
3100770	0.40	Permanent Closure	WL
3100820	0.15	Permanent Closure	WL
3100843	0.24	Permanent Closure	WL
3100846	0.28	Permanent Closure	WL
3100847	0.00	Permanent Closure	WL
3100858	0.11	Permanent Closure	SR
3100859	0.19	Permanent Closure	WL
3100860	1.98	Decommission	SR
3100860	0.02	Seasonal Closure	SR/WL/R
3100860	0.33	Decommission	SR
3100864	0.93	Decommission	SR
3100866	0.16	Permanent Closure	SR
3100866	0.27	Permanent Closure	WL
3100870	0.58	Permanent Closure	WL
3100873	0.07	Permanent Closure	WL
3100874	0.70	Permanent Closure	WL
3100885	0.19	Permanent Closure	WL
3100895	0.83	Permanent Closure	WL
3100895	0.35	Permanent Closure	SR
3100898	0.46	Permanent Closure	WL
3100937	0.82	Permanent Closure	WL
3100938	1.42	Permanent Closure	WL
3100939	0.22	Permanent Closure	WL
3100953	0.47	Permanent Closure	WL
3100955	0.21	Decommission	SR
3100957	0.90	Decommission	SR
3100963	0.02	Decommission	SR
3100964	0.10	Permanent Closure	SR
3100969	0.56	Permanent Closure	SR
3100982	0.47	Permanent Closure	WL
3110109	0.41	Decommission	SR
3110110	0.61	Permanent Closure	WL
3110111	0.22	Permanent Closure	WL
3110140	0.16	Decommission	SR
3110176	0.66	Signed Year Round Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3110181	0.46	Permanent Closure	WL
3110182	0.48	Permanent Closure	WL
3110185	0.70	Permanent Closure	WL
3110186	0.11	Permanent Closure	WL
3110232	0.46	Permanent Closure	WL
3110332	0.26	Permanent Closure	WL
3110820	0.17	Permanent Closure	WL
3110986	0.13	Permanent Closure	WL
3120123	0.50	Permanent Closure	WL
3120123	0.17	Permanent Closure	WL
3120124	0.45	Permanent Closure	SR
3120126	0.42	Decommission	SR
3120143	0.21	Permanent Closure	WL
3120144	0.13	Permanent Closure	WL
3120155	0.36	Permanent Closure	SR
3120155	0.49	Permanent Closure	WL
3120161	0.16	Permanent Closure	WL
3120163	0.61	Permanent Closure	WL
3120166	0.60	Permanent Closure	WL
3120172	0.72	Permanent Closure	WL
3120173	0.05	Permanent Closure	WL
3120236	0.13	Permanent Closure	WL
3120279	0.42	Permanent Closure	WL
3125000	2.92	Seasonal Closure	SR/WL/R
3125051	0.58	Permanent Closure	WL
3125051	0.35	Permanent Closure	SR
3125121	0.18	Permanent Closure	WL
3125150	0.56	Permanent Closure	WL
3125151	0.14	Permanent Closure	WL
3125152	0.10	Permanent Closure	WL
3125153	0.06	Permanent Closure	WL
3125240	0.41	Seasonal Closure	SR/WL/R
3125244	0.65	Permanent Closure	WL
3125244	0.72	Decommission	SR
3125374	0.66	Decommission	SR
3125413	0.69	Seasonal Closure	SR/WL/R
3125435	0.15	Seasonal Closure	SR/WL/R
3125436	0.25	Permanent Closure	WL
3125487	0.42	Seasonal Closure	SR/WL/R
3125527	0.70	Permanent Closure	WL
3125531	0.30	Permanent Closure	WL
3125533	0.34	Permanent Closure	WL
3125553	0.29	Permanent Closure	WL
3125555	0.74	Seasonal Closure	SR/WL/R
3125556	0.20	Permanent Closure	SR
3125670	0.22	Permanent Closure	WL
3125744	0.11	Permanent Closure	WL
3125749	0.57	Seasonal Closure	SR/WL/R
3125749	0.71	Permanent Closure	WL
3125751	0.20	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3125755	0.02	Seasonal Closure	SR/WL/R
3125755	0.41	Permanent Closure	WL
3125756	0.20	Permanent Closure	WL
3125761	0.09	Permanent Closure	WL
3125764	0.27	Permanent Closure	WL
3125767	0.20	Permanent Closure	WL
3125789	1.13	Seasonal Closure	SR/WL/R
3125794	0.75	Permanent Closure	WL
3125798	1.88	Seasonal Closure	SR/WL/R
3125911	0.17	Permanent Closure	WL
3125912	1.78	Decommission	SR
3125913	0.63	Permanent Closure	WL
3125916	0.62	Seasonal Closure	SR/WL/R
3125918	1.74	Seasonal Closure	SR/WL/R
3125920	0.41	Permanent Closure	WL
3125920	0.76	Permanent Closure	SR
3125924	1.30	Permanent Closure	WL
3125924	0.25	Permanent Closure	SR
3125926	0.22	Permanent Closure	WL
3125927	0.16	Permanent Closure	WL
3125929	0.13	Permanent Closure	WL
3125930	0.30	Permanent Closure	WL
3125931	0.32	Permanent Closure	WL
3125943	0.50	Permanent Closure	WL
3125947	0.21	Permanent Closure	WL
3125951	0.80	Permanent Closure	WL
3125952	0.25	Permanent Closure	WL
3125975	0.07	Permanent Closure	WL
3125977	0.39	Seasonal Closure	SR/WL/R
3125979	0.41	Permanent Closure	WL
3125979	0.45	Seasonal Closure	SR/WL/R
3125979	1.03	Permanent Closure	WL
3125980	0.20	Permanent Closure	WL
3125981	1.36	Permanent Closure	WL
3125981	0.18	Permanent Closure	SR
3125981	1.25	Seasonal Closure	SR/WL/R
3125983	1.43	Seasonal Closure	SR/WL/R
3125987	0.14	Permanent Closure	WL
3125988	0.29	Permanent Closure	WL
3125989	0.18	Permanent Closure	WL
3125990	0.09	Permanent Closure	WL
3125991	0.37	Seasonal Closure	SR/WL/R
3125993	0.34	Permanent Closure	WL
3125997	0.32	Permanent Closure	WL
3130055	1.13	Permanent Closure	WL
3130057	0.50	Permanent Closure	WL
3130066	0.13	Permanent Closure	WL
3130074	0.48	Permanent Closure	WL
3130077	0.34	Permanent Closure	WL
3130079	0.22	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3130085	0.74	Permanent Closure	WL
3130101	0.60	Decommission	SR
3130129	0.18	Signed Year Round Closure	WL
3130129	1.03	Decommission	SR
3130130	0.31	Permanent Closure	WL
3130616	0.67	Permanent Closure	WL
3130617	0.19	Permanent Closure	WL
3130827	0.57	Seasonal Closure	SR/WL/R
3130988	0.61	Permanent Closure	WL
3130990	0.15	Permanent Closure	WL
3130992	1.31	Permanent Closure	WL
3130993	0.39	Permanent Closure	WL
3130994	0.40	Permanent Closure	WL
3140049	0.17	Permanent Closure	WL
3140051	0.06	Permanent Closure	WL
3140081	0.01	Permanent Closure	WL
3140081	0.02	Permanent Closure	WL
3140108	0.22	Permanent Closure	WL
3140110	0.31	Permanent Closure	WL
3140120	0.93	Seasonal Closure	SR/WL/R
3140121	0.99	Decommission	SR
3140121	0.40	Signed Year Round Closure	WL
3140123	0.77	Signed Year Round Closure	WL
3140125	0.59	Signed Year Round Closure	WL
3140205	0.40	Permanent Closure	WL
3140207	0.13	Permanent Closure	WL
3140211	0.55	Permanent Closure	WL
3140214	0.53	Seasonal Closure	SR/WL/R
3140218	0.28	Decommission	SR
3140220	0.19	Permanent Closure	WL
3145389	0.79	Decommission	SR
3700100	1.06	Decommission	SR
3700117	1.30	Permanent Closure	WL
3700120	0.44	Decommission	SR
3700123	0.05	Permanent Closure	SR
3700138	0.16	Permanent Closure	WL
3700162	0.29	Permanent Closure	WL
3700163	0.15	Permanent Closure	WL
3700167	0.28	Permanent Closure	SR
3700172	0.55	Permanent Closure	WL
3700176	0.54	Permanent Closure	WL
3700177	0.41	Permanent Closure	WL
3700178	0.19	Permanent Closure	WL
3700185	0.44	Permanent Closure	WL
3700185	0.12	Permanent Closure	SR
3700185	0.54	Permanent Closure	WL
3700189	0.00	Permanent Closure	SR
3700189	0.42	Decommission	SR
3700190	0.34	Decommission	SR
3700191	0.31	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3700195	0.63	Decommission	SR
3700198	0.16	Decommission	SR
3700206	0.48	Permanent Closure	WL
3700208	0.33	Permanent Closure	SR
3700210	0.61	Permanent Closure	WL
3700211	0.20	Permanent Closure	WL
3700235	0.09	Permanent Closure	SR
3700262	0.11	Permanent Closure	WL
3700264	0.15	Permanent Closure	WL
3700275	0.08	Decommission	SR
3700282	0.28	Permanent Closure	WL
3700283	0.17	Permanent Closure	WL
3700293	0.14	Permanent Closure	WL
3700294	1.54	Decommission	SR
3700297	0.39	Permanent Closure	WL
3700302	0.20	Permanent Closure	WL
3700303	0.51	Permanent Closure	WL
3700304	0.27	Permanent Closure	WL
3700306	0.08	Permanent Closure	WL
3700309	0.50	Permanent Closure	WL
3700311	0.52	Permanent Closure	WL
3700311	0.07	Permanent Closure	SR
3700313	0.24	Permanent Closure	WL
3700320	1.05	Permanent Closure	WL
3700321	0.30	Permanent Closure	WL
3700323	0.19	Permanent Closure	WL
3700325	0.44	Permanent Closure	WL
3700326	0.09	Permanent Closure	SR
3700326	0.52	Permanent Closure	WL
3700327	0.22	Permanent Closure	WL
3700328	0.40	Permanent Closure	WL
3700328	0.07	Permanent Closure	SR
3700329	0.20	Permanent Closure	WL
3700330	0.42	Permanent Closure	WL
3700331	0.06	Permanent Closure	WL
3700333	0.08	Permanent Closure	WL
3700339	0.18	Permanent Closure	WL
3700340	0.32	Permanent Closure	WL
3700341	0.55	Permanent Closure	WL
3700345	0.53	Permanent Closure	WL
3700348	0.32	Permanent Closure	WL
3700358	0.17	Permanent Closure	WL
3700363	0.24	Permanent Closure	SR
3700375	0.07	Permanent Closure	WL
3700376	0.12	Permanent Closure	WL
3700378	0.19	Permanent Closure	SR
3700379	0.79	Decommission	SR
3700380	0.12	Permanent Closure	WL
3700381	0.19	Permanent Closure	SR
3700392	0.17	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3700393	0.23	Permanent Closure	WL
3700396	0.06	Permanent Closure	SR
3700425	0.26	Permanent Closure	WL
3700436	0.16	Permanent Closure	SR
3700437	0.11	Permanent Closure	WL
3700438	0.20	Permanent Closure	SR
3700505	0.20	Permanent Closure	WL
3700562	0.22	Permanent Closure	WL
3700564	0.51	Permanent Closure	WL
3700641	0.49	Signed Year Round Closure	admin
3700861	2.32	Decommission	SR
3700941	0.44	Permanent Closure	WL
3700980	0.23	Permanent Closure	WL
3746338	0.09	Permanent Closure	WL
3746339	0.74	Permanent Closure	WL
3746675	1.15	Seasonal Closure	SR/WL/R
3746675	0.23	Permanent Closure	WL
3746681	1.37	Seasonal Closure	SR/WL/R
3746683	1.16	Permanent Closure	SR
3746689	0.44	Seasonal Closure	SR/WL/R
3746694	0.39	Permanent Closure	WL
3746696	0.34	Permanent Closure	WL
3746702	0.43	Decommission	SR
3746703	0.86	Permanent Closure	WL
3746704	1.32	Permanent Closure	WL
3746705	0.12	Permanent Closure	WL
3746707	1.24	Permanent Closure	SR
3746709	0.30	Permanent Closure	WL
3746710	0.21	Permanent Closure	WL
3746711	0.15	Permanent Closure	WL
3746712	0.39	Permanent Closure	WL
3746713	2.86	Seasonal Closure	SR/WL/R
3746720	0.79	Permanent Closure	WL
3746722	0.17	Permanent Closure	WL
3746724	0.08	Permanent Closure	WL
3746726	0.55	Permanent Closure	WL
3746728	0.30	Permanent Closure	WL
3746732	0.11	Permanent Closure	WL
3746734	0.47	Permanent Closure	WL
3746734	0.18	Permanent Closure	SR
3746737	0.24	Permanent Closure	WL
3746739	0.53	Permanent Closure	WL
3746740	0.32	Permanent Closure	SR
3746741	0.58	Signed Year Round Closure	WL
3746741	0.25	Signed Year Round Closure	WL
3746743	0.85	Signed Year Round Closure	WL
3746746	0.21	Signed Year Round Closure	WL
3746752	0.45	Permanent Closure	WL
3746754	0.23	Permanent Closure	WL
3746756	0.23	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3746760	0.57	Permanent Closure	WL
3746763	0.55	Permanent Closure	WL
3746764	0.56	Permanent Closure	WL
3746765	0.18	Permanent Closure	WL
3746766	0.17	Permanent Closure	WL
3746978	0.74	Permanent Closure	SR
3746980	0.88	Permanent Closure	WL
3746981	0.16	Permanent Closure	WL
3746982	0.17	Permanent Closure	WL
3746983	0.58	Seasonal Closure	SR/WL/R
3746985	0.36	Permanent Closure	WL
3746989	0.11	Permanent Closure	WL
3765135	0.37	Decommission	SR
3765137	0.31	Permanent Closure	WL
3765138	1.06	Seasonal Closure	SR/WL/R
3765139	0.49	Permanent Closure	WL
3765140	0.35	Permanent Closure	WL
3765915	0.13	Permanent Closure	WL
3765917	0.74	Permanent Closure	WL
3765919	0.75	Permanent Closure	WL
3765940	0.12	Permanent Closure	WL
3765955	0.09	Permanent Closure	WL
		SR = Sediment Reduction	
		WL = Wildlife	
		RM = Road Maintenance	
		Admin = Administrative Need	

Road Number	Length (miles)	Closure Type	Purpose of Closure
Alternative 5			
Access and Travel Management			
3100090	0.29	Permanent Closure	WL
3100243	0.52	Permanent Closure	SR
3100249	0.11	Permanent Closure	WL
3100250	0.29	Permanent Closure	WL
3100259	0.15	Permanent Closure	WL
3100288	0.09	Permanent Closure	WL
3100306	0.15	Permanent Closure	WL
3100319	0.13	Permanent Closure	WL
3100321	0.41	Permanent Closure	SR
3100436	0.18	Permanent Closure	WL
3100437	0.27	Permanent Closure	WL
3100557	0.13	Permanent Closure	WL
3100559	0.27	Permanent Closure	SR
3100612	0.09	Permanent Closure	WL
3100728	0.15	Permanent Closure	WL
3100745	0.49	Decommission	SR
3100858	0.11	Permanent Closure	SR
3100859	0.19	Permanent Closure	WL
3100860	0.24	Decommission	SR
3100864	0.93	Decommission	SR
3100868	0.20	Permanent Closure	WL
3100873	0.07	Permanent Closure	WL
3100885	0.19	Permanent Closure	WL
3100895	0.83	Permanent Closure	WL
3100895	0.35	Permanent Closure	SR
3100943	0.09	Permanent Closure	WL
3100953	0.47	Decommission	SR
3100955	0.21	Decommission	SR
3100957	0.90	Decommission	SR
3110140	0.16	Permanent Closure	SR
3110186	0.11	Permanent Closure	WL
3120126	0.42	Decommission	SR
3120143	0.21	Permanent Closure	WL
3120144	0.13	Permanent Closure	WL
3125051	0.58	Permanent Closure	WL
3125121	0.18	Permanent Closure	WL
3125151	0.14	Permanent Closure	WL
3125152	0.10	Permanent Closure	WL
3125153	0.06	Permanent Closure	WL
3125244	0.72	Decommission	SR
3125751	0.20	Permanent Closure	WL
3125756	0.20	Permanent Closure	WL
3125912	1.78	Decommission	SR
3125912	0.34	Seasonal Closure	SR/WL/R
3125920	0.60	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3125924	0.54	Permanent Closure	WL
3125929	0.13	Permanent Closure	WL
3125930	0.30	Permanent Closure	WL
3125975	0.07	Permanent Closure	WL
3125987	0.14	Permanent Closure	WL
3125988	0.14	Permanent Closure	WL
3125990	0.09	Permanent Closure	WL
3130066	0.13	Permanent Closure	WL
3130101	0.60	Decommission	SR
3130130	0.31	Permanent Closure	WL
3130242	0.14	Decommission	SR
3130616	0.36	Permanent Closure	WL
3130617	0.19	Permanent Closure	WL
3130994	0.40	Permanent Closure	WL
3140049	0.17	Permanent Closure	WL
3140051	0.06	Permanent Closure	WL
3140108	0.22	Permanent Closure	WL
3140110	0.31	Permanent Closure	WL
3140121	0.99	Permanent Closure	SR
3140207	0.13	Permanent Closure	WL
3140220	0.19	Permanent Closure	WL
3700100	1.06	Decommission	SR
3700117	0.13	Permanent Closure	WL
3700138	0.16	Permanent Closure	WL
3700163	0.07	Permanent Closure	WL
3700167	0.28	Decommission	SR
3700172	0.21	Permanent Closure	WL
3700178	0.19	Permanent Closure	WL
3700189	0.42	Permanent Closure	SR
3700190	0.34	Permanent Closure	SR
3700195	0.63	Decommission	SR
3700198	0.16	Decommission	SR
3700206	0.15	Permanent Closure	WL
3700208	0.33	Permanent Closure	SR
3700235	0.09	Permanent Closure	SR
3700262	0.11	Permanent Closure	WL
3700264	0.11	Permanent Closure	WL
3700275	0.08	Decommission	SR
3700282	0.18	Permanent Closure	WL
3700294	1.54	Seasonal Closure	SR/WL/R
3700306	0.08	Permanent Closure	WL
3700323	0.19	Permanent Closure	WL
3700328	0.13	Permanent Closure	WL
3700329	0.20	Permanent Closure	WL
3700330	0.23	Permanent Closure	WL
3700331	0.06	Permanent Closure	WL
3700333	0.08	Permanent Closure	WL
3700341	0.07	Permanent Closure	WL
3700363	0.24	Permanent Closure	SR
3700376	0.12	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3700380	0.12	Permanent Closure	WL
3700392	0.17	Permanent Closure	WL
3700393	0.23	Permanent Closure	WL
3700425	0.22	Permanent Closure	WL
3700437	0.11	Permanent Closure	WL
3700438	0.20	Permanent Closure	SR
3700505	0.20	Permanent Closure	WL
3700562	0.13	Permanent Closure	WL
3700641	0.49	Signed Year Round Closure	Admin
3700861	2.32	Seasonal Closure	SR/WL/R
3746338	0.09	Permanent Closure	WL
3746694	0.39	Permanent Closure	WL
3746696	0.34	Permanent Closure	WL
3746705	0.12	Permanent Closure	WL
3746707	1.24	Permanent Closure	SR
3746710	0.21	Permanent Closure	WL
3746711	0.15	Permanent Closure	WL
3746732	0.11	Permanent Closure	WL
3746746	0.21	Permanent Closure	SR
3746756	0.12	Permanent Closure	WL
3746760	0.25	Permanent Closure	WL
3746765	0.18	Permanent Closure	WL
3746766	0.17	Permanent Closure	WL
3746978	0.05	Permanent Closure	SR
3746981	0.16	Permanent Closure	WL
3746982	0.17	Permanent Closure	WL
3746989	0.11	Permanent Closure	WL
3765955	0.09	Permanent Closure	WL
		SR = Sediment Reduction	
		WL = Wildlife	
		RM = Road Maintenance	
		Admin = Administrative Need	

Road Number	Length (miles)	Closure Type	Purpose of Closure
Alternatives 6 and 7a			
Access and Travel Management			
3100033	0.11	Permanent Closure	WL
3100036	0.85	Permanent Closure	WL
3100090	0.34	Permanent Closure	WL
3100096	0.37	Permanent Closure	WL
3100104	0.99	Permanent Closure	WL
3100105	0.44	Permanent Closure	WL
3100193	0.21	Permanent Closure	WL
3100195	2.19	Seasonal Closure	SR/WL/R
3100208	0.77	Permanent Closure	WL
3100210	0.20	Permanent Closure	SR
3100212	0.25	Permanent Closure	WL
3100223	0.25	Permanent Closure	WL
3100224	0.26	Permanent Closure	WL
3100224	0.05	Permanent Closure	SR
3100243	0.52	Permanent Closure	SR
3100249	0.11	Permanent Closure	WL
3100250	0.29	Permanent Closure	WL
3100259	0.15	Permanent Closure	WL
3100273	0.44	Permanent Closure	WL
3100286	0.83	Reconstruct	SR
3100288	0.09	Permanent Closure	WL
3100294	0.10	Permanent Closure	WL
3100305	0.32	Permanent Closure	WL
3100306	0.15	Permanent Closure	WL
3100319	0.13	Permanent Closure	WL
3100321	0.41	Permanent Closure	SR
3100334	0.13	Permanent Closure	WL
3100415	0.33	Permanent Closure	SR
3100430	0.32	Permanent Closure	WL
3100436	0.18	Permanent Closure	WL
3100437	0.27	Permanent Closure	WL
3100557	0.13	Permanent Closure	WL
3100559	0.27	Permanent Closure	SR
3100571	0.26	Permanent Closure	WL
3100601	0.20	Permanent Closure	WL
3100601	0.39	Permanent Closure	SR
3100612	0.09	Permanent Closure	WL
3100728	0.15	Permanent Closure	WL
3100745	0.49	Decommission	SR
3100843	0.24	Permanent Closure	WL
3100858	0.11	Permanent Closure	SR
3100859	0.19	Permanent Closure	WL
3100860	2.33	Reconstruct	SR
3100860	2.34	Seasonal Closure	SR/WL/R
3100864	0.93	Decommission	SR

Road Number	Length (miles)	Closure Type	Purpose of Closure
3100866	0.16	Permanent Closure	SR
3100866	0.27	Permanent Closure	WL
3100868	0.20	Permanent Closure	WL
3100870	0.58	Permanent Closure	WL
3100873	0.07	Permanent Closure	WL
3100885	0.19	Permanent Closure	WL
3100895	0.83	Permanent Closure	WL
3100895	0.35	Permanent Closure	SR
3100939	0.22	Permanent Closure	WL
3100943	0.09	Permanent Closure	WL
3100953	0.47	Decommission	SR
3100955	0.21	Decommission	SR
3100957	0.90	Decommission	SR
3100963	0.02	Permanent Closure	SR
3100964	0.10	Permanent Closure	SR
3110111	0.22	Permanent Closure	WL
3110140	0.16	Permanent Closure	SR
3110176	0.09	Permanent Closure	WL
3110181	0.46	Permanent Closure	WL
3110186	0.11	Permanent Closure	WL
3110986	0.13	Permanent Closure	WL
3120123	0.03	Permanent Closure	WL
3120123	0.17	Permanent Closure	WL
3120126	0.42	Decommission	SR
3120143	0.21	Permanent Closure	WL
3120144	0.13	Permanent Closure	WL
3120155	0.36	Permanent Closure	SR
3120155	0.49	Permanent Closure	WL
3120166	0.60	Permanent Closure	WL
3120172	0.72	Permanent Closure	WL
3120173	0.05	Permanent Closure	WL
3120236	0.13	Permanent Closure	WL
3120279	0.42	Permanent Closure	WL
3125051	0.58	Permanent Closure	WL
3125121	0.18	Permanent Closure	WL
3125150	0.56	Permanent Closure	WL
3125151	0.14	Permanent Closure	WL
3125152	0.10	Permanent Closure	WL
3125153	0.06	Permanent Closure	WL
3125240	0.41	Permanent Closure	WL
3125244	0.72	Decommission	SR
3125435	0.15	Permanent Closure	WL
3125436	0.25	Permanent Closure	WL
3125527	0.69	Permanent Closure	WL
3125531	0.30	Permanent Closure	WL
3125533	0.34	Permanent Closure	WL
3125553	0.29	Permanent Closure	WL
3125555	0.74	Permanent Closure	SR
3125556	0.20	Permanent Closure	SR
3125670	0.22	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3125744	0.11	Permanent Closure	WL
3125749	0.71	Permanent Closure	WL
3125751	0.20	Permanent Closure	WL
3125755	0.43	Permanent Closure	WL
3125756	0.20	Permanent Closure	WL
3125761	0.09	Permanent Closure	WL
3125764	0.27	Permanent Closure	WL
3125767	0.20	Permanent Closure	WL
3125794	0.10	Permanent Closure	WL
3125911	0.17	Permanent Closure	WL
3125912	2.12	Reconstruct	SR
3125920	1.01	Permanent Closure	WL
3125920	0.13	Permanent Closure	SR
3125924	1.30	Permanent Closure	WL
3125924	0.25	Permanent Closure	SR
3125926	0.22	Permanent Closure	WL
3125927	0.16	Permanent Closure	WL
3125929	0.13	Permanent Closure	WL
3125930	0.30	Permanent Closure	WL
3125931	0.32	Permanent Closure	WL
3125943	0.50	Permanent Closure	WL
3125947	0.21	Permanent Closure	WL
3125951	0.80	Seasonal Closure	SR/WL/R
3125952	0.25	Permanent Closure	WL
3125971	1.81	Reconstruct	SR
3125972	0.14	Permanent Closure	WL
3125975	0.07	Permanent Closure	WL
3125979	0.41	Permanent Closure	WL
3125979	1.03	Permanent Closure	WL
3125980	0.20	Permanent Closure	WL
3125987	0.14	Permanent Closure	WL
3125988	0.29	Permanent Closure	WL
3125989	0.18	Permanent Closure	WL
3125990	0.09	Permanent Closure	WL
3125993	0.34	Permanent Closure	WL
3125997	0.32	Permanent Closure	WL
3130055	1.13	Permanent Closure	WL
3130066	0.13	Permanent Closure	WL
3130074	0.51	Permanent Closure	WL
3130077	0.34	Permanent Closure	WL
3130079	0.22	Permanent Closure	WL
3130101	0.60	Decommission	SR
3130129	2.72	Reconstruct	SR
3130130	0.31	Permanent Closure	WL
3130242	0.14	Decommission	SR
3130616	0.67	Permanent Closure	WL
3130617	0.19	Permanent Closure	WL
3130990	0.15	Permanent Closure	WL
3130993	0.39	Permanent Closure	WL
3130994	0.40	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3140049	0.17	Permanent Closure	WL
3140051	0.06	Permanent Closure	WL
3140108	0.22	Permanent Closure	WL
3140110	0.31	Permanent Closure	WL
3140121	0.99	Permanent Closure	SR
3140123	0.37	Signed Year Round Closure	WL
3140205	0.40	Permanent Closure	WL
3140207	0.13	Permanent Closure	WL
3140214	0.53	Seasonal Closure	SR/WL/R
3140218	0.28	Permanent Closure	SR
3140220	0.19	Permanent Closure	WL
3140221	0.11	Permanent Closure	SR
3700100	1.06	Decommission	SR
3700117	1.30	Permanent Closure	WL
3700120	0.44	Permanent Closure	SR
3700138	0.16	Permanent Closure	WL
3700163	0.07	Permanent Closure	WL
3700167	0.28	Decommission	SR
3700172	0.55	Permanent Closure	WL
3700176	0.54	Permanent Closure	WL
3700177	0.41	Permanent Closure	WL
3700178	0.19	Permanent Closure	WL
3700185	0.12	Permanent Closure	SR
3700189	0.42	Permanent Closure	SR
3700190	0.34	Permanent Closure	SR
3700192	0.03	Permanent Closure	SR
3700195	0.63	Decommission	SR
3700198	0.16	Decommission	SR
3700206	0.15	Permanent Closure	WL
3700208	0.33	Permanent Closure	SR
3700235	0.09	Permanent Closure	SR
3700262	0.11	Permanent Closure	WL
3700264	0.11	Permanent Closure	WL
3700275	0.08	Decommission	SR
3700282	0.28	Permanent Closure	WL
3700283	0.17	Permanent Closure	WL
3700294	1.54	Seasonal Closure	SR/WL/R
3700302	0.20	Permanent Closure	WL
3700303	0.51	Permanent Closure	WL
3700306	0.08	Permanent Closure	WL
3700320	0.97	Permanent Closure	WL
3700321	0.30	Permanent Closure	WL
3700322	0.39	Permanent Closure	SR
3700323	0.19	Permanent Closure	WL
3700327	0.22	Permanent Closure	WL
3700328	0.40	Permanent Closure	WL
3700328	0.07	Permanent Closure	SR
3700329	0.20	Permanent Closure	WL
3700330	0.42	Permanent Closure	WL
3700331	0.06	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3700333	0.08	Permanent Closure	WL
3700339	0.18	Permanent Closure	WL
3700340	0.32	Permanent Closure	WL
3700341	0.55	Permanent Closure	WL
3700348	0.32	Permanent Closure	WL
3700358	0.17	Permanent Closure	WL
3700363	0.24	Permanent Closure	SR
3700375	0.07	Permanent Closure	WL
3700376	0.12	Permanent Closure	WL
3700379	0.61	Permanent Closure	SR
3700379	0.18	Decommission	SR
3700380	0.12	Permanent Closure	WL
3700381	0.19	Permanent Closure	SR
3700392	0.17	Permanent Closure	WL
3700393	0.23	Permanent Closure	WL
3700396	0.11	Permanent Closure	SR
3700425	0.26	Permanent Closure	WL
3700436	0.16	Permanent Closure	SR
3700437	0.11	Permanent Closure	WL
3700438	0.20	Permanent Closure	SR
3700505	0.20	Permanent Closure	WL
3700562	0.13	Permanent Closure	WL
3700564	0.51	Permanent Closure	WL
3700641	0.49	Signed Year Round Closure	admin
3700861	2.32	Seasonal Closure	SR/WL/R
3700941	0.44	Permanent Closure	WL
3700980	0.23	Permanent Closure	WL
3746338	0.09	Permanent Closure	WL
3746675	0.23	Permanent Closure	WL
3746683	1.16	Permanent Closure	SR
3746694	0.39	Permanent Closure	WL
3746696	0.34	Permanent Closure	WL
3746702	0.43	Permanent Closure	SR
3746705	0.12	Permanent Closure	WL
3746707	1.24	Permanent Closure	SR
3746709	0.30	Permanent Closure	WL
3746710	0.21	Permanent Closure	WL
3746711	0.15	Permanent Closure	WL
3746712	0.39	Permanent Closure	WL
3746722	0.17	Permanent Closure	WL
3746724	0.08	Permanent Closure	WL
3746726	0.55	Permanent Closure	WL
3746728	0.30	Permanent Closure	WL
3746732	0.11	Permanent Closure	WL
3746734	0.47	Permanent Closure	WL
3746734	0.18	Permanent Closure	SR
3746737	0.24	Permanent Closure	WL
3746739	0.53	Permanent Closure	WL
3746740	0.32	Permanent Closure	SR
3746746	0.21	Permanent Closure	SR

Road Number	Length (miles)	Closure Type	Purpose of Closure
3746756	0.12	Permanent Closure	WL
3746760	0.25	Permanent Closure	WL
3746765	0.18	Permanent Closure	WL
3746766	0.17	Permanent Closure	WL
3746978	0.05	Permanent Closure	SR
3746981	0.16	Permanent Closure	WL
3746982	0.17	Permanent Closure	WL
3746985	0.36	Permanent Closure	WL
3746989	0.11	Permanent Closure	WL
3765139	0.49	Permanent Closure	WL
3765140	0.35	Permanent Closure	WL
3765915	0.13	Permanent Closure	WL
3765940	0.12	Permanent Closure	WL
3765955	0.09	Permanent Closure	WL
		SR = Sediment Reduction	
		WL = Wildlife	
		RM = Road Maintenance	
		Admin = Administrative Need	

Road Number	Length (miles)	Closure Type	Purpose of Closure
Preferred Alternative (Alt. 7)			
Access and Travel Management			
3100033	0.11	Permanent Closure	WL
3100035	4.00	Decommission	SR
3100036	0.85	Permanent Closure	WL
3100090	0.34	Permanent Closure	WL
3100096	0.37	Permanent Closure	WL
3100104	0.99	Permanent Closure	WL
3100105	0.44	Permanent Closure	WL
3100193	0.21	Permanent Closure	WL
3100195	2.19	Seasonal Closure	SR/WL/R
3100208	0.77	Permanent Closure	WL
3100210	0.20	Permanent Closure	SR
3100212	0.25	Permanent Closure	WL
3100223	0.25	Permanent Closure	WL
3100224	0.26	Permanent Closure	WL
3100224	0.05	Permanent Closure	SR
3100243	0.52	Permanent Closure	SR
3100249	0.11	Permanent Closure	WL
3100250	0.29	Permanent Closure	WL
3100259	0.15	Permanent Closure	WL
3100273	0.44	Permanent Closure	WL
3100286	0.83	Reconstruct	SR
3100288	0.09	Permanent Closure	WL
3100294	0.10	Permanent Closure	WL
3100305	0.32	Permanent Closure	WL
3100306	0.15	Permanent Closure	WL
3100319	0.13	Permanent Closure	WL
3100321	0.41	Permanent Closure	SR
3100334	0.13	Permanent Closure	WL
3100415	0.33	Permanent Closure	SR
3100430	0.32	Permanent Closure	WL
3100436	0.18	Permanent Closure	WL
3100437	0.27	Permanent Closure	WL
3100557	0.13	Permanent Closure	WL
3100559	0.27	Permanent Closure	SR
3100571	0.26	Permanent Closure	WL
3100601	0.20	Permanent Closure	WL
3100601	0.39	Permanent Closure	SR
3100612	0.09	Permanent Closure	WL
3100728	0.15	Permanent Closure	WL
3100745	0.49	Decommission	SR
3100843	0.24	Permanent Closure	WL
3100858	0.11	Permanent Closure	SR
3100859	0.19	Permanent Closure	WL
3100860	2.33	Reconstruct	SR
3100860	2.34	Seasonal Closure	SR/WL/R

Road Number	Length (miles)	Closure Type	Purpose of Closure
3100864	0.93	Decommission	SR
3100866	0.16	Permanent Closure	SR
3100866	0.27	Permanent Closure	WL
3100868	0.20	Permanent Closure	WL
3100870	0.58	Permanent Closure	WL
3100873	0.07	Permanent Closure	WL
3100885	0.19	Permanent Closure	WL
3100895	0.83	Permanent Closure	WL
3100895	0.35	Permanent Closure	SR
3100939	0.22	Permanent Closure	WL
3100943	0.09	Permanent Closure	WL
3100953	0.47	Decommission	SR
3100955	0.21	Decommission	SR
3100957	0.90	Decommission	SR
3100963	0.02	Permanent Closure	SR
3100964	0.10	Permanent Closure	SR
3110111	0.22	Permanent Closure	WL
3110140	0.16	Permanent Closure	SR
3110176	0.09	Permanent Closure	WL
3110181	0.46	Permanent Closure	WL
3110186	0.11	Permanent Closure	WL
3110986	0.13	Permanent Closure	WL
3120123	0.03	Permanent Closure	WL
3120123	0.17	Permanent Closure	WL
3120126	0.42	Decommission	SR
3120143	0.21	Permanent Closure	WL
3120144	0.13	Permanent Closure	WL
3120155	0.36	Permanent Closure	SR
3120155	0.49	Permanent Closure	WL
3120166	0.60	Permanent Closure	WL
3120172	0.72	Permanent Closure	WL
3120173	0.05	Permanent Closure	WL
3120236	0.13	Permanent Closure	WL
3120279	0.42	Permanent Closure	WL
3125051	0.58	Permanent Closure	WL
3125121	0.18	Permanent Closure	WL
3125150	0.56	Permanent Closure	WL
3125151	0.14	Permanent Closure	WL
3125152	0.10	Permanent Closure	WL
3125153	0.06	Permanent Closure	WL
3125240	0.41	Permanent Closure	WL
3125244	0.72	Decommission	SR
3125435	0.15	Permanent Closure	WL
3125436	0.25	Permanent Closure	WL
3125527	0.69	Permanent Closure	WL
3125531	0.30	Permanent Closure	WL
3125533	0.34	Permanent Closure	WL
3125553	0.29	Permanent Closure	WL
3125555	0.74	Permanent Closure	SR
3125556	0.20	Permanent Closure	SR

Road Number	Length (miles)	Closure Type	Purpose of Closure
3125670	0.22	Permanent Closure	WL
3125744	0.11	Permanent Closure	WL
3125749	0.71	Permanent Closure	WL
3125751	0.20	Permanent Closure	WL
3125755	0.43	Permanent Closure	WL
3125756	0.20	Permanent Closure	WL
3125761	0.09	Permanent Closure	WL
3125764	0.27	Permanent Closure	WL
3125767	0.20	Permanent Closure	WL
3125794	0.10	Permanent Closure	WL
3125911	0.17	Permanent Closure	WL
3125912	2.12	Reconstruct	SR
3125920	1.01	Permanent Closure	WL
3125920	0.13	Permanent Closure	SR
3125924	1.30	Permanent Closure	WL
3125924	0.25	Permanent Closure	SR
3125926	0.22	Permanent Closure	WL
3125927	0.16	Permanent Closure	WL
3125929	0.13	Permanent Closure	WL
3125930	0.30	Permanent Closure	WL
3125931	0.32	Permanent Closure	WL
3125943	0.50	Permanent Closure	WL
3125947	0.21	Permanent Closure	WL
3125951	0.80	Seasonal Closure	SR/WL/R
3125952	0.25	Permanent Closure	WL
3125971	1.81	Reconstruct	SR
3125972	0.14	Permanent Closure	WL
3125975	0.07	Permanent Closure	WL
3125979	0.41	Permanent Closure	WL
3125979	1.03	Permanent Closure	WL
3125980	0.20	Permanent Closure	WL
3125987	0.14	Permanent Closure	WL
3125988	0.29	Permanent Closure	WL
3125989	0.18	Permanent Closure	WL
3125990	0.09	Permanent Closure	WL
3125993	0.34	Permanent Closure	WL
3125997	0.32	Permanent Closure	WL
3130055	1.13	Permanent Closure	WL
3130066	0.13	Permanent Closure	WL
3130074	0.51	Permanent Closure	WL
3130077	0.34	Permanent Closure	WL
3130079	0.22	Permanent Closure	WL
3130101	0.60	Decommission	SR
3130129	2.72	Reconstruct	SR
3130130	0.31	Permanent Closure	WL
3130242	0.14	Decommission	SR
3130616	0.67	Permanent Closure	WL
3130617	0.19	Permanent Closure	WL
3130990	0.15	Permanent Closure	WL
3130993	0.39	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3130994	0.40	Permanent Closure	WL
3140049	0.17	Permanent Closure	WL
3140051	0.06	Permanent Closure	WL
3140108	0.22	Permanent Closure	WL
3140110	0.31	Permanent Closure	WL
3140121	0.99	Permanent Closure	SR
3140123	0.37	Signed Year Round Closure	WL
3140205	0.40	Permanent Closure	WL
3140207	0.13	Permanent Closure	WL
3140214	0.53	Seasonal Closure	SR/WL/R
3140218	0.28	Permanent Closure	SR
3140220	0.19	Permanent Closure	WL
3140221	0.11	Permanent Closure	SR
3700100	1.06	Decommission	SR
3700117	1.30	Permanent Closure	WL
3700120	0.44	Permanent Closure	SR
3700138	0.16	Permanent Closure	WL
3700163	0.07	Permanent Closure	WL
3700167	0.28	Decommission	SR
3700172	0.55	Permanent Closure	WL
3700176	0.54	Permanent Closure	WL
3700177	0.41	Permanent Closure	WL
3700178	0.19	Permanent Closure	WL
3700185	0.12	Permanent Closure	SR
3700189	0.42	Permanent Closure	SR
3700190	0.34	Permanent Closure	SR
3700192	0.03	Permanent Closure	SR
3700195	0.63	Decommission	SR
3700198	0.16	Decommission	SR
3700206	0.15	Permanent Closure	WL
3700208	0.33	Permanent Closure	SR
3700235	0.09	Permanent Closure	SR
3700262	0.11	Permanent Closure	WL
3700264	0.11	Permanent Closure	WL
3700275	0.08	Decommission	SR
3700282	0.28	Permanent Closure	WL
3700283	0.17	Permanent Closure	WL
3700294	1.54	Seasonal Closure	SR/WL/R
3700302	0.20	Permanent Closure	WL
3700303	0.51	Permanent Closure	WL
3700306	0.08	Permanent Closure	WL
3700320	0.97	Permanent Closure	WL
3700321	0.30	Permanent Closure	WL
3700322	0.39	Permanent Closure	SR
3700323	0.19	Permanent Closure	WL
3700327	0.22	Permanent Closure	WL
3700328	0.40	Permanent Closure	WL
3700328	0.07	Permanent Closure	SR
3700329	0.20	Permanent Closure	WL
3700330	0.42	Permanent Closure	WL

Road Number	Length (miles)	Closure Type	Purpose of Closure
3700331	0.06	Permanent Closure	WL
3700333	0.08	Permanent Closure	WL
3700339	0.18	Permanent Closure	WL
3700340	0.32	Permanent Closure	WL
3700341	0.55	Permanent Closure	WL
3700348	0.32	Permanent Closure	WL
3700358	0.17	Permanent Closure	WL
3700363	0.24	Permanent Closure	SR
3700375	0.07	Permanent Closure	WL
3700376	0.12	Permanent Closure	WL
3700379	0.61	Permanent Closure	SR
3700379	0.18	Decommission	SR
3700380	0.12	Permanent Closure	WL
3700381	0.19	Permanent Closure	SR
3700392	0.17	Permanent Closure	WL
3700393	0.23	Permanent Closure	WL
3700396	0.11	Permanent Closure	SR
3700425	0.26	Permanent Closure	WL
3700436	0.16	Permanent Closure	SR
3700437	0.11	Permanent Closure	WL
3700438	0.20	Permanent Closure	SR
3700505	0.20	Permanent Closure	WL
3700562	0.13	Permanent Closure	WL
3700564	0.51	Permanent Closure	WL
3700641	0.49	Signed Year Round Closure	Admin
3700861	2.32	Seasonal Closure	SR/WL/R
3700941	0.44	Permanent Closure	WL
3700980	0.23	Permanent Closure	WL
3746338	0.09	Permanent Closure	WL
3746675	0.23	Permanent Closure	WL
3746683	1.16	Permanent Closure	SR
3746694	0.39	Permanent Closure	WL
3746696	0.34	Permanent Closure	WL
3746702	0.43	Permanent Closure	SR
3746705	0.12	Permanent Closure	WL
3746707	1.24	Permanent Closure	SR
3746709	0.30	Permanent Closure	WL
3746710	0.21	Permanent Closure	WL
3746711	0.15	Permanent Closure	WL
3746712	0.39	Permanent Closure	WL
3746722	0.17	Permanent Closure	WL
3746724	0.08	Permanent Closure	WL
3746726	0.55	Permanent Closure	WL
3746728	0.30	Permanent Closure	WL
3746732	0.11	Permanent Closure	WL
3746734	0.47	Permanent Closure	WL
3746734	0.18	Permanent Closure	SR
3746737	0.24	Permanent Closure	WL
3746739	0.53	Permanent Closure	WL
3746740	0.32	Permanent Closure	SR

Road Number	Length (miles)	Closure Type	Purpose of Closure
3746746	0.21	Permanent Closure	SR
3746756	0.12	Permanent Closure	WL
3746760	0.25	Permanent Closure	WL
3746765	0.18	Permanent Closure	WL
3746766	0.17	Permanent Closure	WL
3746978	0.05	Permanent Closure	SR
3746981	0.16	Permanent Closure	WL
3746982	0.17	Permanent Closure	WL
3746985	0.36	Permanent Closure	WL
3746989	0.11	Permanent Closure	WL
3765139	0.49	Permanent Closure	WL
3765140	0.35	Permanent Closure	WL
3765915	0.13	Permanent Closure	WL
3765940	0.12	Permanent Closure	WL
3765955	0.09	Permanent Closure	WL
		SR = Sediment Reduction	
		WL = Wildlife	
		RM = Road Maintenance	
		Admin = Administrative Need	

SILVIES CANYON ROADS ANALYSIS

JULY 2002

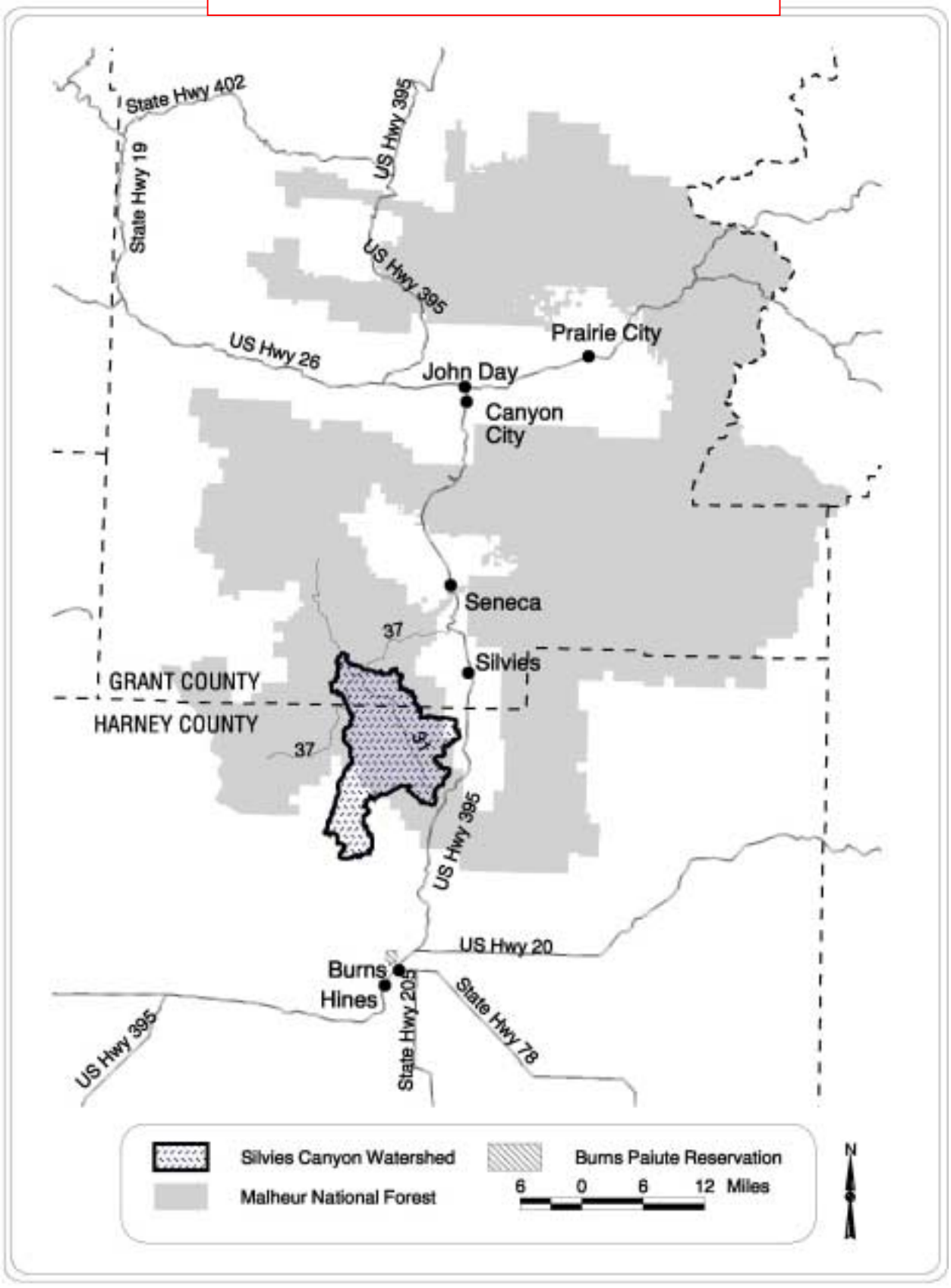
SILVIES CANYON WATERSHED RESTORATION PROJECT

ROADS ANALYSIS
July 2002

Prepared by _____ Date _____
Engineering/Writer-Editor

Approved by_____ Date _____
Emigrant Creek District Ranger

SILVIES CANYON WATERSHED AREA MAP



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Silvies Canyon Watershed Roads Analysis

Background and Purpose

Land management strategies and the road maintenance budget have changed significantly during the past decade. On March 3, 2000, the Forest Service published its proposed transportation system policy revisions in the Federal Register (65 FR 43). Decisions to decommission, reconstruct, construct, and maintain roads are to be informed by a science based roads analysis. Miscellaneous Report FS-643, **Roads Analysis: Informing Decisions About Managing the National Forest Transportation System,** was published in August of 1999, and describes in detail the roads analysis process. **FSM 7700 (1/12/2001), Chapter 7710, Transportation Atlas, Records, and Analysis, Section 77**12, provides direction and policy related to transportation analysis and the roads analysis process.

Road systems are expensive, valuable, and potentially damaging, and an important stewardship element of Forest Land Management. The intent of a Roads Analysis is to look at the current road system, and whether it needs to be changed to reduce impacts, maintenance costs, and better fit today's needs. Roads Analyses should identify roads with little utility and high resource impacts, and roads with high utility and high resource impacts, and draw distinctions between benefits and effects.

The Roads Analysis process should focus on identifying the "minimum road system" needed for safe and efficient travel and for administration, utilization, and protection of National Forest System Lands, and produce a strategy that can be used to resize and change the existing road system to fit today's needs, which can be used when (funding) opportunities arise.

The results of a Roads Analysis are intended to guide future actions, not prevent them.

The purpose of a Roads Analysis is to ensure the Forest Transportation System:

- Provides safe access and meets the needs of communities and Forest users;
- Facilitates the implementation of the Land and Resource Management Plan (LRMP);
- Allows for economical and efficient management within likely budget levels:
- Meets current and future resource management objectives;
- Begins to reverse adverse ecological impacts, to the extent practicable.

Development of This Roads Analysis

The Roads Analysis for the Silvies Canyon Watershed began as an Access and Travel Management (ATM) Plan that addressed every road in the project area. Maps and road

lists with proposed closures can be found in the Watershed Analysis (November 2000) or the Draft Environmental Impact Statement (DEIS) (February 2001) and are included by reference in this Roads Analysis. At the time the project began it was assumed the project would be completed before a Roads Analysis was required, but steps were taken so that the analysis could easily be used for a Roads Analysis.

Figure 4-1, Page 4-7, of the DEIS is a Summary of Effect to the ATM and road treatment comparisons between alternatives that were offered in the DEIS.

One of the assumptions that were made from the beginning of the process is that the main roads would be addressed in a Forest Wide Roads Analysis and the Silvies Canyon site-specific analysis would not change the existing road management objectives for those roads.

Previous Analysis and Decisions

Sixty-three miles of existing roads within the Silvies Canyon Watershed Analysis (WA) area have either previously been identified as closed, or proposed to be closed under past environmental documents, historic closures, or closures which have been breached.

The **Silvies Canyon Watershed Analysis** was completed in November of 2000, which covered the approximate 65,000 acres within the jurisdiction and administration of the Malheur National Forest (reference map #3 in the WA). This analysis made a number of recommendations related to roads and road management, one of which was to update ATM plans for the analysis area. A DEIS for the Silvies Canyon Watershed Restoration Project was completed in February 2001, with an accompanying Summary document. A Combined Biological Evaluation/Biological Assessment (BA/BE) was included in the DEIS as Appendix C. A Supplemental DEIS was completed in November 2001.

The **Joaquin Commercial Thinning Review (Decision Notice and Finding of No Significant Impact)** dated April 14, 1992, and supporting Environment Assessment made the decision to close numerous FS Roads. This environmental document is discussed in Summary and Recommendations, pages 12 and 13.

Location and Scope

The Silvies Canyon Roads Analysis area is located about 20 air miles north of Burns, Oregon. The analysis area includes all of seven subwatersheds that are within the Silvies Canyon Watershed, Silvies Sub-Basin of the Oregon Closed Basin (reference Map #1 and Map #2 of the Silvies Canyon Watershed Analysis). Table 1 displays the approximate number of acres in each subwatershed. Currently there are approximately 312 miles of

open roads, excluding the 63 miles which were identified for closure under previous decisions.

Table 1 – Subwatersheds Within the Watershed

Subwatershed	Subwatershed #	Acres*
Boulder/Fawn	60909	9,251
Burnt Mt	60913	9,512
Myrtle Creek	60903	7,713
Myrtle Park	60905	19,571
Red Hill	60901	18,490
Sage Hen Creek	60906	9,953
Stancliff Creek	60911	7,011

*Includes other ownership

Objectives

The primary objectives of this Roads Analysis are to:

- Identify the need for changes by comparing the current road system to the desired condition;
- Improve watershed conditions and reduce road related impacts, specifically addressing impacts to water quality, fish habitat, and wildlife habitat.
- Balance the need for access with the need to minimize risks by examining ecological, social and economic issues related to roads;
- Furnish maps, tables, and narratives or references that display and describe transportation management recommendations and opportunities that will address future access needs, probable road maintenance funding, and environmental concerns.

Existing Road System Conditions (including benefits, problems, and risks):

Most of the current roads were constructed primarily to support fire suppression (see Step 4, page 10 of the WA) and timber-related land management objectives. Each mile of constructed road is dependent on annual maintenance to keep the road safe for users, environmental risks to an acceptable level, and to protect the road investment. These roads were constructed with the expectation that timber-based land allocations would generate funding for annual road maintenance on a long-term basis.

The **Land and Resource Management Plan** (LRMP) for the Malheur National Forest (1990) displayed projected timber harvest of over 200 MMBF annually. Amendments to the plan, listing of Threatened and Endangered (T&E) species, and other recent developments have limited the amount of annual timber harvest from the Forest. As a result, the opportunities to reconstruct or maintain roads through timber sales activities have declined proportionally during the past decade. The Cooperative Work Forest Service (CWFS) trust funds that were collected through deposits generated from log haul have also declined substantially within the same timeframe.

A cursory comparison between the total funding the Forest receives to perform road maintenance today compared to the available funding a decade ago indicates that the total amount has not changed significantly. One of the major changes has been the increase in road maintenance needed because timber sale activity that maintained many of the roads has decreased. The Forest has recently acquired the added road maintenance responsibilities for the Snow Mountain District, which added over 2000 miles of roads to the maintenance program. So while the cost per mile to accomplish road maintenance has risen steadily over the past decade, the total funding has not. The bottom line is that the Forest has far less funds available to maintain a larger number of road miles, and receives limited contributions through timber sale activities to help accomplish the work.

In recent years, most of the available funding has been directed towards maintaining the Forest Arterial and Collector roads (Level 3 to 5 roads), which receive the highest traffic use. The maintenance needs of local roads (Level 1 and 2 roads) have usually been deferred, because the funds to maintain the roads to standard are simply unavailable. The overall result is that most of the Forest road system is in a downward or deteriorating condition, and this is particularly true for many Level 2 roads, which remain open despite receiving very little routine maintenance. (See Table 2 on page 9 for maintenance levels within the Silvies Canyon Watershed Analysis Area.) Specifically noted here is Forest Road 3130, which has two segments, 2.9 miles of Level 3 and 6.2 miles of Level 2. This is a loop road that accesses several parcels of private property and is to remain open. The Level 3 portion has received maintenance within the last 4 years. The Level 2 portion has received no maintenance and has areas of highly erosive soils, with plugged culverts, sediment-filled side ditches, buried catch basins, and severe rutting.

The road system continues to serve a wide variety of resources, including recreation, timber, range, and private property. Other man-made routes within the analysis area include trails, snowmobile routes, mountain bike trails, railroad grades, and irrigation diversions and ditches. Approximately 11,776 acres of roadless area are contained within the Silvies and Myrtle Creek drainages.

Stream reaches have been impacted by road location, construction, and maintenance (or lack of maintenance). Many native surface roads are less than 300 feet from tributaries

and springs. Some of these roads directly influence channel morphology, reduce sinuosity, limit woody debris recruitment, reducing pool frequency, increase width/depth ratios, and contribute sediment to the stream channel. There are approximately 33 miles of roads within riparian habitat conservation area (RHCAs) that have the potential for contributing sedimentation due to lack of vegetative cover between the road and stream to filter sediment, grade of road, or lack of adequate drainage. Specifically, twelve roads were identified during watershed surveys as contributing fine sediment directly into stream channels and degrading aquatic habitat (see Table 3-3, page 3-14, and Table 4-1, page 4-14 of the DEIS). Closing or decommissioning roads within RHCAs would reduce road related impacts, specifically negative impacts to water quality, fish habitat, and wildlife habitat. There is a need to minimize road-related sediment delivery to water sources by storm-proofing (closing, decommissioning or improving) specified segments identified in the road condition inventory as having improperly functioning drainage features.

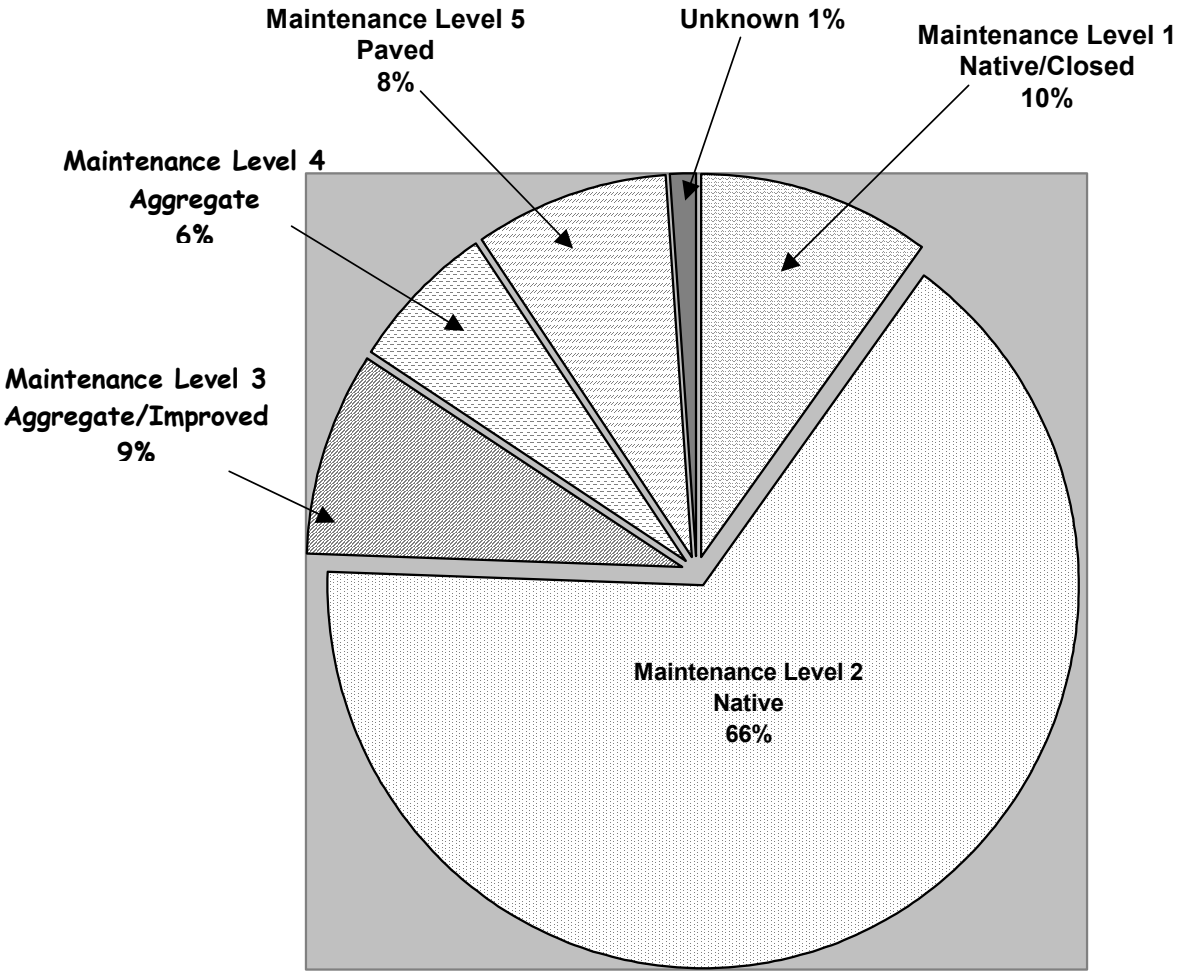

Table 2: Road Maintenance Levels Within the Silvies Canyon Watershed Analysis Area

Erosive soils cover 61% of the watershed within Forest boundaries, or approximately 40,000 acres. Approximately 168 miles of native surfaced roads lie within these erosive soil areas (reference map #9, Silvies Canyon WA)

The standard Cumulative Watershed Effects methodology used on the Malheur National Forest is the Equivalent Roaded Area (ERA) model, more fully described on page 3-13 of the DEIS. The model is an indexed measure of watershed risk based on current watershed disturbance. It evaluates risk as a percentage of the area that is occupied by roads. Table 3-4, page 3-13, of the DEIS shows that, in this case, for current conditions the ERA is well below the threshold of concern in all subwatersheds. Pages 4-24 through

4-25 of the DEIS give an expanded look at the calculated cumulative effects for the various alternative actions.

Table 3: Current Road Densities for Silvies Canyon

Subwatershed	Summer Range (mi/m^2)	Winter Range (mi/m^2)
Boulder/ Fawn Cr.	2.8	2.1
Burnt Mountain	3.9	2.2
Myrtle Creek	5.2	1.9
Myrtle Park	4.0	0.0
Red Hill*	3.8	2.9
Sage Hen Creek	3.1	2.9
Stancliff Creek	3.0	3.7
Watershed Total	3.7	2.4
Forest Plan Standard#	***3.2***	***2.2***

*Project area only; # Myrtle Silvies roadless would have no roads

Desired Road System Conditions

The desired condition is to provide a road system that is safe, affordable, has minimal ecological impacts, and meets immediate and projected long-term public and resource management needs. Resource management needs are largely based on LRMP direction. The current LRMP provides general direction for transportation system management and states: "Roads will be planned, designed, constructed and maintained to the minimum level necessary to meet integrated land management objectives (i.e., the needs of all the resources)." The LRMP also includes management goals for maximum open road densities for winter range, summer range, and wildlife emphasis areas. The desired future condition road densities are 1.0 mi/mi^2 on winter range and 1.5 mi/mi^2 on summer range. This Roads Analysis focuses on recommendations (see step 6. pages 5-7 of the WA) for moving the areas transportation system towards desired conditions that are explained in the DEIS, dated February 2001.

The Emigrant Creek District Ranger expressed concern that because the Roads Analysis process tends to focus on the problems, it may understate benefits and needs for roads.

An Access Travel Management Plan for the entire watershed was outlined in the DEIS. It will need to be re-evaluated on a yearly basis to accommodate changes in use patterns. It will include a monitoring element for continued surveys of road densities, damage to road structures, and effectiveness of road closures; and recommend native surface roads for closure or repair if they

are in riparian Habitat RHCAs and/or are contributing to environmental impacts. The LRMP and the Transportation BA that addresses these areas already require a yearly monitoring report.

Continuing field investigations and will be the basis for making recommendations for maintenance, deferred maintenance, and inclusion into the access travel management plan, and compile road conditions reports for all roads in the watershed. It will assure that roads identified for decommissioning or obliteration become hydrologically disconnected from the drainage network.

Fish passage surveys will be conducted roads cross perennial streams. Some fish passage surveys were done in 2001 for this area. Information from them will be used to prioritize needs.

The Roads Analysis will make recommendations for the Silvies Canyon watershed. Every year a portion of the Forest roads are field inventoried to confirm condition. Road condition reports have been compiled for almost every road in the Silvies Canyon watershed with the basic data input to the Infrastructure Application (INFRA) data system, which is used in conjunction with the Geographic Information System (GIS) to produce maps and analyze data.

Public Involvement

Public scoping for this project began in the spring of 1999. The National Environmental Policy Act (NEPA) scoping process (40 CFR 1501.7) was used to invite public participation, to refine the scope of this project, and to identify preliminary issues to be address. The Forest Service sought information, comments, and assistance from federal, state, and local agencies, and from other groups and individuals interested in or affected by the proposed action. Approximately 25 groups or individuals responded during the scoping process up to the issuance of the DEIS. The steps included in the public scoping process are included in the DEIS, pages 1-18 through 1-19

Summary and Recommendations

The Roads Analysis found that the overall restoration objective for roads is to reduce road related impacts to water quality, fish habitat, and reduce road densities for wildlife enhancement while providing adequate access to users. Specific objectives include closing, repairing, or decommissioning specific roads or segments in the project area to meet Forest Plan density for wildlife and balance maintenance needs to likely budget levels. Many of these roads are within sensitive areas such as RHCAs or are currently contributing sediment to streams. Therefore, the primary emphasis in the Roads Analysis for road closure, repair, and decommissioning is to minimize road-related sediment

delivery to water sources. The objective is to minimize the effects of runoff and precipitation intercepted by road surfaces that becomes concentrated flow.

A 0.2-mile segment of Forest Service Road 3130103 was closed under the Joaquin Environmental Assessment and Decision Notice dated April 14, 1992. Several roads such as this one were identified in the Decision Notice as no longer needed for resource management.

A current analysis of this road indicates this road is needed to provide a portion of a major haul route for two proposed timber sales; and will provide a maximum economy road as required by FSM 2400, Chapter 2430. It is recommended that the 0.2 miles be opened for the duration of timber harvest activities within the Silvies planning area and then re-closed.

Road Closures and Decommissioning

Several miles of road closures and decommissioning are proposed to reduce negative impacts to water quality, fish habitat, and wildlife habitat. The DEIS displays the miles of road activities proposed by alternative. Additional maps and summary information regarding road closures and decommissioning can be found in Appendix A of the Silvies Canyon Watershed Restoration Project DEIS.

Prior Environmental Assessments (EAs) have identified, analyzed and documented decisions on roads to be closed. The decision to close these roads has been made. These roads will be treated to provide self-maintaining drainage structures to reduce sedimentation and then closed.

Roads Analysis/Road Management Terminology

Closed Road – A road on which motorized traffic has been excluded by regulation, barricade, blockage or by obscuring the entrance. A closed road is still an operating facility on which motorized traffic has been removed (year long or seasonal) and remains on the Forest Road Transportation System. **(DEIS Glossary pages 5-1 through 17)**

Decommissioned Road – Decommissioning would eliminate future use of the road with the objective of restoring hydrological function. The road would be removed from the Forest Road Transportation System. **(DEIS Glossary pages 5-1 through 17)**

Open Road – Road will be open to the general public for use without restrictive gates or prohibitive signs or regulations, other than general traffic control or restrictions based on size, weight, or class of vehicle. The road may be closed during scheduled periods, extreme weather conditions, or emergencies. **(DEIS Glossary pages 5-1 through 17)**

Maintenance **-** The upkeep of the entire forest transportation facility including surface and shoulders, parking and side areas, structures, and such traffic-controlled devices as are necessary for its safe and efficient utilization. (**36 CFR 212.1**). More specifically, maintenance is the ongoing upkeep of a road necessary to retain or restore the road to the approved road management objective. Typical activities can include adding or repair of drainage structures such as culverts, drain dips, grade sags, rocked fords, cross ditches, surface and ditch blading, spot rocking, surface rock replacement, brushing, and other work needed for either safety or resource protection. **(Forest Roads Analysis)**

Road Reconstruction - Activity that results in improvement or realignment of an existing classified road. (**FSM 7705**)

Roads Analysis Team

Lori Bailey	Planning Forester	Administrative Uses, Recreation, Social Issues, Civil Rights
Allan Tschida	Realty Specialist	Special Uses, Transportation
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Jim Keniston	District Ranger	Economics, Social Issues
Roy Schwenke	Silviculturist	Ecosystem, Silviculture
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Gene Mackey	Fire/Fuels Planner	Protection
L. Zelley	Range Conservationist	Range Management
Tom Friedrickson/ Bill Goodman	Hydrologist	Aquatics, Hydrology
Roy Sutcliffe/ Rick Jerofke	Wildlife Biologist	Terrestrial Wildlife
Roy Schroeder	Archeologist	Archeology
Alan Miller	Fisheries Biologist	Fisheries, Aquatics

ANALYSIS QUESTIONS

Part of the process of a Roads Analysis is assessing benefits, problems, and risks. Miscellaneous Report FS-643, Roads Analysis: Informing Decisions About Managing the National Forest Transportation System, has a list of questions that can be used to address this. Only questions that apply to the analysis area need to be answered. The answers to the questions address the current condition in the Silvies Canyon Watershed.

EF1 – EF5	*Ecosystem Functions and Processes*
AQ1 – AQ14	*Aquatic, Riparian Zone, and Water Quality*
TW1 – TW4	*Terrestrial Wildlife*
EC1 – EC3	*Economics*
TM1 – TM3	*Timber Management*
MM1	*Minerals Management*
RM1	*Range Management*
WP1 – WP3	*Water Production*
SP1	*Special Forest Products*
SU1	*Special Use Permits*
GT1 – GT4	*General Public Transportation*
AU1 – AU2	*Administrative Use*
PT1 – PT4	*Protection*
UR1- UR5	*Unroaded Recreation*
RR1 – RR5	*Roaded Recreation*
PV1 – PV4	*Passive-Use Value*
SI1 – SI10	*Social Issues*
CR1	*Civil Rights and Environmental Justice*

ECOSYSTEM FUNCTIONS AND PROCESSES (EF)

EF1: ***What ecological attributes, particularly those unique to the region, would be affected by roading of currently unroaded areas?***

Except for the Myrtle-Silvies Roadless Area that is in the Myrtle Creek and Silvies subwatershed, there are no inventoried roadless or contiguous unroaded areas greater than 1,000 acres within the analysis area (National Roadless EIS 2001). This larger-scale question is addressed in the LRMP for the Forest. Also, reference the WA, pages 3-4 through 3-7.

EF2*: To what degree do the presence, type, and location of roads increase the introduction and spread of exotic plant and animal species, insects, diseases, and parasites? What are the potential effects of such introductions to plant and animal species and ecosystem function in the area?*

The Silvies Canyon Project Area has 71 known noxious weed sites. Sixty-five sites are listed in the WA, pages 3-37 through 3-41, and Map #13. Six additional sites have been found since the WA was prepared. There is the potential for spread by recreational use, grazing, or other National Forest uses. An increase in spread and density of noxious weeds is expected without prevention methods or treatment measures. Herbicide will be used to treat sixty-three sites and two sites will be treated by hand pulling. This is covered pending litigation in the Forest-wide Noxious Weed Environmental Assessment (EA) (April 2000). The six new sites will be treated by hand pulling or grubbing and will be covered in Silvies EIS.

Recent programs have been initiated to help educate Forest users in methods of preventing establishment of noxious weeds. These include educational presentations on weed free feeds, and dissemination of information at trailheads.

The road system is a significant vector for noxious weeds and exotic plant species into the project area. Roads that receive much use provide a continuing seed source for new reintroduction, and recurring maintenance provide a continually disturbed substrate that is the preferred seedbed for invading noxious weeds and exotics. Once established, they provide a local seed source for subsequent spread of weeds to undisturbed forest ground.

Provisions have been added to contracts in recent years based upon the Noxious Weed Control EA, April 2000, requiring commercial off-road equipment to be cleaned before it comes onto National Forest land. This does not stop seed from being transported into the area from other users.

EF3: To what degree does the presence, type, and location of roads contribute to the control of insects, diseases, and parasites?

Road access facilitates both the chances of spreading and the control of forest insects, disease, and parasites. Whether the control is direct (such as burning or removal of infested materials) or indirect (an attempt to reduce insect and disease impact by altering stand conditions), roading facilitates these control efforts by allowing crews and equipment to easily access and treat infested sites.

EF4: ***How does the road system affect ecological disturbance in the area?***

Pre-existing roads have little impact upon insect and disease populations. New road construction can increase insect and disease populations when host material is cut and not treated or removed. Additional impact can occur when trees are damaged during construction. The damaged trees can become host trees, which serve as foci for insect and disease attack, allowing populations to build up and spread to adjacent lands.

EF5: ***What are the adverse effects of noise caused by developing, using and maintaining roads?***

Excessive noise disturbance affects the calving and nesting activities of wildlife and bird species in the area. Elk calving areas and various bird nesting sites have been identified in the Silvies Canyon WA so that those areas will be avoided during commercial activities. The average day-to-day activities on area roads, including fire woodcutting, have no long-term effects due to the low volume.

AQUATIC, RIPARIAN ZONE, AND WATER QUALITY

AQ1: ***How and where does the road system modify the surface and subsurface hydrology of the area?***

A number of roads were identified in the WA for potential impacts to aquatic habitat (USFS 2000). Criteria used to classify roads having potential impacts were: 1) roads that are within 200 ft of streams, 2) roads that are within 200 ft of streams and located on soils with medium to high surface erosion potential, or 3) roads on soils with medium to high surface erosion potential. Other sources of impacts to aquatic habitat in the project area that are road related include high road densities, numbers of stream crossings, poorly designed culverts and ditch lines, and poorly maintained road surfaces. Roads can modify surface and subsurface hydrology by producing surface runoff from impervious surfaces,

by concentrating surface runoff in ditches (including runoff from draws, scabs, and wetlands – see AQ8 below), and by intercepting subsurface water and bringing it to the surface in road cut slopes. All these processes route water more quickly to streams, increasing peak flows. Increased peak flows can also result from other management activities. The influence of roads on increasing peak flows is most prevalent where roads are hydrologically connected to streams (see AQ6 below), or where they are near streams, or they concentrate water running onto or off scabs (areas with non-forest vegetation, low amounts of ground cover, and shallow, rocky soil).

The magnitude of peak flow increases is unknown, but is probably not significant enough to damage streams in properly functioning condition. This conclusion is supported by observations that in urbanizing watersheds, degradation of stream channels and fish habitat is often not measurable until impermeable surfaces approaches 10% of the land's surface. It is possible that road-related peak flow increases may damage non-functional stream channels, and that roads can decrease low flows by intercepting subsurface waters and accelerating runoff from wetlands.

AQ2: *How and where does the road system generate surface erosion?*

Surface erosion occurs on most roads because their surfaces, cut slopes, fill slopes, and ditches are often composed of erodible material, deficient in ground cover, which is exposed to runoff. Erosion is greatest during and immediately after road construction, and thereafter declines greatly, usually within 3 or 4 years. Factors that influence surface erosion on established roads include the road surface material, ground cover, erodibility of soils, steepness of the grade, and amount of runoff (especially where run off is routed down the road).

Roads can also increase surface erosion away from the roads by concentrating runoff onto scabs or areas where water does not readily infiltrate, and can cause rills extending far beyond the edge of the road. Road surface erosion usually has little aquatic or water quality consequences, except where roads are hydrologically connected to streams (see AQ6 below). The quantity of surface erosion entering streams is unknown, in part because of insufficient inventory of hydrological connectivity.

Generally, native surfaced roads generate more surface erosion than the surfaced roads. Roads with good drainage structure placement and function reduce surface erosion. On many of our low use, native surfaced roads, grasses on the road surface effectively limit erosion. Problems such as rutting occur on these roads when drainage structures are damaged or ineffective. The greater the existing road grades the greater chance of surface erosion.

Although there has been surface erosion on existing roads, the location of the road on the slope and the vegetative buffer between the roads and the stream, regularly allows minimal sediment to reach the stream.

AQ3: How and where does the road system affect mass wasting?

Mass wasting is not common within the analysis area, as no documented sites are known. Roads can increase the natural frequency of mass wasting by concentrating surface flows, intercepting and rerouting subsurface flows, and constructing artificial or unnaturally steep slopes, but mass wasting related to roads is rare within the analysis area.

AQ4: How and where do road-stream crossings influence local stream channels and water quality?

There are no known instances of recent culvert failure, or known records of these events for the analysis area. There are sites where culvert function needs improvement.

Culverts installed below the stream grade can create a head-cut, which can progress upstream. Also, culverts often concentrate and accelerate water running through them. In certain instances, this process may lead to entrenchment below the culvert. It may also maintain an entrenched channel, which would otherwise recover through natural processes. There are no documented instances of this in the analysis area, but it is possible there are unknown ones.

Influence of road-stream crossings on water quality is covered in AQ5, AQ6, AQ9, AQ11, and AQ12 below.

AQ5: How and where does the road system create potential for pollutants, such as chemical spills, oils, de-icing salts, or herbicides, to enter surface waters?

Road crossings, and other close approaches (usually meaning about 25 feet or less from road edge to channel edge) between roads and streams, create the greatest potential for pollutants to enter surface waters, especially where roads are hydrologically connected to streams (see AQ6 below). Dust abatement chemicals such as magnesium chloride are sometimes used with prescribed mitigations, after NEPA analysis. Herbicides for roadside weeds may present a risk for surface water pollution. Strictly following the label requirements, use of selective treatment techniques, and drift reduction techniques minimize the risk. Petroleum spills can also occur. Hazardous waste plans exist at the Forest level and are a requirement for many contracts.

AQ6: How and where is the road system "hydrologically connected" to the stream system? How do the connections affect water quality and quantity (such as, delivery of sediments, chemicals, thermal increases, elevated peak flows)?

A stream system consists of streams and other places with surface runoff, including draws, wetlands, and scablands (non-forested areas). Roads are hydrologically connected at crossings and other places where roads closely approach streams, so that water and

sediment from the road can directly enter a stream (see Map #20 of the Silvies Canyon WA for identified road segments contributing sediment). At crossings, the spacing of adjacent ditch relief drains and the road surface drainage controls the degree of hydrologic connectivity. Also included here are those sites where the road cut interrupts subsurface flows resulting in a spring or wet area.

Inventory of hydrological connectivity has been somewhat insufficient, but some information exists. Individual road segments can also have significant impacts to aquatic habitat.

Generally, concerns relate to native surface roads lacking in functional drainage, indicating a need for additional cross drainage structures.

As noted in AQ2 and AQ5 above, the connections can degrade water quality through road related sediment, and potentially by routing chemicals to streams. Roads in close proximity to streams can affect thermal increases, by decreasing shade and woody debris, and possibly by decreasing low flows. As noted in AQ1 above, the connections increase peak flows, and on certain stream segments, increased peak flows can increase sediment due to increased bank erosion and channel morphology changes.

AQ7: What downstream beneficial uses of water exist in the area? What changes in uses and demand are expected over time? How are they affected or put at risk by road-derived pollutants?

Beneficial water uses include cold-water fish and aquatic life, irrigation, and recreation; these types of uses are not expected to change in the foreseeable future. Fish and aquatic life is the use most affected by road-derived pollutants. Sediment can decrease oxygen in spawning gravels. In extreme cases sediment could cover spawning gravels, decrease channel roughness, fill in pools, decrease cover, and make the stream wider, shallower, and warmer. Thermal increases can stress and even kill cold-water fish. Chemical pollutants, if they occur, could also stress and kill fish.

AQ8: How and where does the road system affect wetlands?

Roads adjacent to or lying within wetland environments disrupt natural water flow, create sediment, and introduce the potential for contamination from vehicles traveling over roads. In addition, human activities impact behavior of wildlife and aquatic species. The quality of the wetlands is impacted.

The road system provides access to some sites containing aspen clones. Many of these clones are in a decadent or declining condition with minimal reproduction. The impacts associated with road systems and human access and activities within and adjacent to these aspen clones have impacted soils, water flow (including lowering of water table), and riparian qualities, and a subsequent decline in the vigor of these unique species.

AQ9: How does the road system alter physical channel dynamics, including isolation of floodplains; constraints on channel migration; and the movement of large wood, fine organic matter, and sediment?

Valley bottom roads and roads within RHCAs and floodplains interrupt overland flows and divert them into ditches and culverts, which can cause erosion and increase sediment delivery into streams. Soil disturbance caused by road maintenance activities and vehicle use of roads within a floodplain can increase sediment delivery into streams during runoff or flood events. Road maintenance activities can also decrease sediment. Fine organic matter and natural channel migration and development are impacted where natural water flow and hydrology are altered. Roads can restrict the ability of streams to migrate. Movement of large wood is often interrupted at road crossings, and roads allow access for wood removal from riparian areas adjacent to them. These types of impacts are most likely to occur where roads are in closest proximity to streams. See Map #24 – Silvies Canyon Watershed Roads and Stream Buffers, in the Silvies Canyon WA.

AQ10: How and where does the road system restrict the migration and movement of aquatic organisms? What aquatic species are affected and to what extent?

An estimated 20% of the culverts Forest-wide are not designed to accommodate predicted 100-year flood events (culverts not able to handle the 100-year flows can act as barriers and also wash out to create barriers). Forest-wide, it is estimated that as many as 85% of the culverts on fish bearing streams present a passage barrier to some life stages of fish under some flow conditions. Fish passage barriers adversely affect resident fish populations. Aquatic species in the riparian ecosystems are also affected. Some fish passage surveys were conducted in 2001 for this area and prioritizing of sites is being done.

AQ11: How does the road system affect shading, litter fall, and riparian plant communities?

Roads in RHCAs reduce shade, litter fall, and may alter riparian plant communities. The removal of tree cover and ground vegetation during road construction and maintenance removes shading and the potential for litter fall. Forest Policy for road maintenance/ reconstruction promotes removal of the minimal amount of vegetation. Roads in RHCAs also affect plant communities through soil disturbance, water flow alteration, plant community composition changes, and removal of large wood by woodcutters and campers. Roads provide access to RHCAs that can lead to development of dispersed campsites along streams, where disturbance and pollution often occur. These types of impacts are most likely to occur where roads are in close proximity to streams.

AQ12: How* and *where does the road system contribute to fishing, poaching, or direct habitat loss for at-risk aquatic species?

The road system provides fishermen access to streams throughout the watersheds. Road systems provide camping opportunities and can concentrate recreationists along streams. Eight of the currently mapped 37 dispersed campsites are within RHCAs (see Map #7 of the WA) and may affect water quality and fish habitat. Increased poaching, fishing pressure, and habitat loss are direct results from road system access and camping within RHCAs. Direct habitat loss occurs along streams where dispersed campgrounds exist.

AQ13: How and where does the road system facilitate the introduction of non-native aquatic species?

Road systems provide public access for fishing and camping. Both legal and illegal introductions of non-native species fish have occurred to meet these demands. Non-native species compete with native species.

AQ14: To what extent does the road system overlap with areas of exceptionally high aquatic diversity or productivity, or areas containing rare or unique aquatic species or species of interest?

Numerous fish-bearing streams provide seasonal fishing opportunities. Table 7, Step 1, page 16 of the WA displays the Fish species found within the watershed, both native and introduced species.

TERRESTRIAL WILDLIFE

TW1: What are the direct effects of the road system on terrestrial* species *habitat?

Roads have several effects on wildlife habitat. Road construction degrades habitat and increases the likelihood of disturbance, increases competition among some species, alters animal and plant species composition, can create movement barriers, increases mortality (trapping, hunting, road kills, etc), and may increase the likelihood of poaching. Vehicle traffic on arterial and collector roads that accommodate a higher rate of travel speed can contribute to the mortality of young animals especially in the spring and early summer when young are more vulnerable to traffic.

Initial road construction causes immediate loss of habitat within the roadway, by converting habitat into non-habitat. Depending upon the amount and kind of maintenance and use, the conversion can be permanent, unless vegetation grows in the roadway again.

Greater access means reduced seclusion habitat, which is very important to some species, including, wide ranging carnivores, which use roaded areas less than unroaded areas. Roads themselves are not a problem, but the loss of seclusion habitat is.

Open road density is a critical factor in areas where plan standards are not being met. To conduct a meaningful analysis of road density on a site-specific level, road density was calculated at the subwatershed level, and further divided into winter and summer range. Based on calculated elk winter and summer range acreage and GIS data base road length analysis, open road densities range from about 5.1 to <0.1 mile per square mile (see Table 3 page 10 of this document, and Map #22 - Elk Winter Range and Subwatersheds, in the Silvies Canyon WA).

Oregon Department of Fish and Wildlife statistics indicate a healthy, viable, and abundant population of elk within the watershed. More recently, fire suppression has resulted in increases of conifers and juniper cover habitat. This increased amount of cover enables herd numbers to continue above historic population levels. Roading is not expected to increase; therefore the increased cover may promote increased herd numbers over time. (See the WA, page 36, for new research that suggests inconsequential energetic benefits of thermal cover for elk and deer.)

The Silvies Canyon WA looks at road densities relative to the impacts of big game habitat use and vulnerability. Over the entire watershed, road densities are roughly 3.9 miles per square mile in summer range, and 2.4 miles per square mile in winter range. On a more site-specific basis, road densities vary, depending heavily upon past harvest management activities, habitats (meadow habitat vs. forested habitat) and management designation (roadless areas).

Perhaps more important than the impacts of road densities is the spatial relationships of those roads upon elk habitat use and selection. Rowland et al. looked at the impact of road distribution and its impact and predictive aspects of elk habitat use (2001). They found strong correlations between the distance from a road and the likelihood of selection of habitat. Road influences were found out beyond 1000 meters in this and Wisdom et al.'s study (1998; Rowland et al., 2001). When put upon the landscape, the distribution of those roads became increasingly important in predicting elk distribution (and thus habitat use and selection). Elk were increasingly found in areas further and further away from roads, while those areas with many roads and limited distances between roads received very limited use.

Roads constructed through aspen stands can influence the clone and local water table, either can either positive or negative effects on aspen habitat. Aspen is a very important habitat type, used by many species for foraging and breeding. Some species, such as the red-napped sapsucker, are highly associated with aspen; they will occur elsewhere, but their densities are much higher in aspen. On the Malheur National Forest, some of the greatest diversity of bird species per unit area occurs in aspen stands.

Both snags and live trees are removed during road construction. Few snags are allowed to remain near open roads, because they present a hazard to the public and because they are available as firewood. Where road densities are high, the average snag density can be expected to be relatively low.

Roads can increase the amount of edge habitat for species that prefer it. This can be a disadvantage to other species as a result of increased competition.

Pools in roads or created by plugged culverts provide temporary habitat for frogs to breed. Eggs can be laid and tadpole reared in pools, which might increase habitat if young are able to mature and disperse before the pool dries. A pool that dries before the young mature can be detrimental to the population.

TW2: How does the road system facilitate human activities that affect habitat?

Roads allow higher frequency and density of humans than would occur in areas with lower road density. This increases disturbance and makes habitat less useable for some species. Near campsites, vegetation is often removed or altered. Recreationists frequently leave garbage and trash along roads and in camping areas. While bears are fairly uncommon in this area, garbage habituates animals and certain birds (i.e., ravens and jays) to human activities. Loss of snags and down wood occurs at a higher rate along roads than elsewhere.

Roads allow access to areas not otherwise accessed by those visitors who may be unwilling or physically unable, due to a handicap or age, to hike in. Roads can result in increased hunting pressure and can increase disturbance to all animals that live adjacent to roads. Increased disturbance can cause reduced reproductive success or failure for sensitive species, such as the goshawk and bald eagles.

TW3: How does the road system affect legal and illegal human activities? What are the effects on wildlife species?

Roads allow access to remove firewood and other products. They also allow range permittees access to haul material needed to maintain range improvements.

Increased road density allows increased resource extraction. When areas become more roaded, there are more opportunities for recreation. Recreationists seeking unroaded experiences may concentrate in other areas.

TW4: How does the road system directly affect unique communities or special features in the area?

When roads are built through rock outcrops, mountain mahogany or aspen stands, they can remove or alter some special habitats. Mountain mahogany is used as forage by big-game

animals and breeding and foraging habitat for many other species. On the Malheur National Forest, mountain mahogany is not reproducing successfully in most areas for a variety of reasons, so the loss of individual plants or stands is important to its distribution on the forest. Aspen on the Malheur National Forest is about 5% of what was historically and now occurs only as a few individual trees or stands of a few acres. A road built through an aspen clone could potentially remove the clone. Because individual trees in clones are genetically identical, loss of the clone can mean loss of genetic material.

Most noxious weeds are introduced along roads. Roads through unique habitats increase the likelihood that noxious weeds will become established and occupy sites otherwise occupied by native species. In the past, road cut slopes were stabilized using various seed mixtures, often containing non-native species. These species now occur within the forest as well as along roads. In some cases, these species are consumed as forage and probably don't adversely affect herbivores; however, native plant species are reduced in areas occupied by non-native plants, which can result in a reduction in forage for some herbivores. For instance, cereal rye grass is not highly palatable, but it occupies areas historically occupied by native plants. On the other hand, clovers, many of which are non-native, are highly palatable and are consumed by birds and mammals.

ECONOMICS

EC1: How does the road system affect the Agency's direct cost and direct revenues used in assessing financial efficiency?

The history behind the Malheur's current road system has an important role in how we consider its financial efficiency. The Forest's roads were built primarily to access timber harvest units and for other administrative purposes. High timber revenues coupled with recreation benefits and access for firefighters made the roads financially efficient to build and maintain. With recent drastic reductions in timber harvest levels, the primary source of revenue that maintained the current road system fundamentally changed. The objective of the economic questions is to address costs, budget and overall financial efficiency of the current road system.

The current road system provides both positive and negative cash flows. The major source of revenue associated with roads is timber sales. Direct costs include recurrent road maintenance and resource restoration or protection costs related to increased motorized use in roaded areas. At present, direct costs exceed direct revenues. Given current agency funding and sources of revenue, an increase in open road mileage will compound the negative cash flow. However, these costs can be mitigated or minimized if roads are properly constructed, reconstructed, and un-needed roads are closed, inactivated, or decommissioned. All foreseeable projects are likely to result in fewer miles of high-cost open road in the analysis area.

Although the direct costs of road construction, maintenance, and mitigation measures exceed the direct revenues resulting from timber, and other commodities, many resource management objectives could not be accomplished or would cost a great deal more without an adequate road system.

EC2: How does the road system affect the priced and non-priced consequences included in economic efficiency analysis used to assess net benefits to society?

The road user groups in the analysis area that contribute the most significant economic benefits are loggers, ranchers, fire woodcutters, and recreationists.

Recreationists, more specifically, big game hunters, contribute revenue through the purchase of equipment, supplies, and services for their activities. Non-local hunters contribute additional revenue by staying at local hotels, eating at restaurants, and shopping.

Native Americans, specifically members of the Northern Paiute Tribes, no longer live within the watershed. Tribal members do return to the area to renew their spiritual connection to historic tribal grounds, to hunt, fish, and collect plant species traditionally used in their culture. Continued access to areas which tribes consider "special" are a concern, thought exact locations of these areas is unknown and likely to remain so.

The construction and maintenance of roads within the analysis area is not expected to have a significant long-term impact on the economic benefits derived from recreation. Much of current recreation is roads oriented therefore decommissioning could result in a reduction in the total mileage of roads available for recreational use. As a result, fewer users will be able to access the forest. This may negatively impact economic benefits to the surrounding communities. Some short-term displacement of individual users may occur as a result of project related road activities.

EC3: How does the road system affect the distribution of benefits and costs among affected people?

An economic efficiency analysis was completed that focused on identifiable and quantifiable ecosystem benefits and cost for in terms of the present net value (benefits minus costs) to access maximizing net public benefits (36 CFR 219.3). Measurable and quantifiable economic market benefits identified include revenue from timber volume proposed for harvest.

Income generated through timber related jobs would benefit the local communities of the people employed as some of the money earned would be spent in the communities and have a cumulative effect on money transfer. Money spent (service contracts) to improve resources would result in healthier forests, improved watershed conditions, and potentially generate employment and income to the area. In addition to predicted economic benefits,

there are future monetary benefits that cannot be calculated in the present. For example, fisheries and riparian enhancement project would affect the local economy by providing increased number of fish and wildlife, resulting in more recreational use of the area.

Table 4-12 of the DEIS, page 4-61 shows the comparison of timber harvesting and connected actions for alternatives. All amounts are approximate and are derived from the Transaction Evidence Appraisal (TEA) ECON program.

The road system allows access for the number and amount of activities that occur in the area. Without an adequate road system, the benefits and costs associated with logging, service contracts, hunters, recreational driving, firewood cutting, and other users would be reduced.

TIMBER MANAGEMENT

TM1: How does the road spacing and location affect logging system feasibility?

The existing road system spacing and location is adequate to allow feasible harvest of most timber stands with the either ground-based or skyline logging systems. However, there are a few stands that cannot currently be harvested without accessing through temporary road construction, or in a rare instance, helicopter logging. Helicopter logging costs are typically not feasible for the type of timber currently available.

Because some roads are located in riparian areas, temporary spurs and landings may need to be constructed outside the riparian area. This needs to be a consideration during project proposals.

TM2: How does the road system affect managing the suitable timber base and other lands?

The current collector system is adequate. Some local roads in riparian areas do not have suitable landing sites.

The existing road system needs a number of other changes in order to allow more efficient management. These include some reconstruction of roads to protect the road and adjacent resources that have deteriorated by deferring road maintenance.

Temporary roads can be utilized to reduce the density of system roads, and the costs associated with their maintenance. All temporary roads would be decommissioned after use. Decommissioning would eliminate future use of the road with the objective of restoring hydrological function.

TM3: How does the road system affect access to timber stands needing silviculture treatment?

The current road system is generally adequate for non-commercial silviculture treatments throughout the planning area. The access needs for commercial silviculture treatments is described in the answers to TM1 and TM2.

MINERALS MANAGEMENT

MM1: How does the road system affect access to locatable, leasable, and salable minerals?

Mining activities are limited in the Silvies Canyon watershed.

The Forest Service has a number of developed rock materials sources in the area, used primarily for aggregate surfacing for system roads. Some improvements to the existing access roads would be beneficial, but overall the access to these sources is adequate.

Table 4: SILVIES CANYON MATERIAL SOURCES

These developed/existing sources are located outside of RHCAs.
Sources are listed by Township, Range, Section, and name/road location.

T 19 S	R 31 E	Sec 4	Hall Creek Pit 3140 Road
T 19 S	R 30 E	Sec 2	Big Sage Hen (Crushed Stockpile) 3100913 Rd
T 19 S	R 30 E	Sec 35	Burnt Mt. Meadows Pit 3125 Rd
T 19 S	R 30 E	Sec 18	31 Roadside grid roll at mp 9
T 19 S	R 30 E	Sec 5	3120163 Rd
T 19 S	R 30 E	Sec 10	3100093 Rd
T 20 S	R 30 E	Sec 22	3100438 Rd
T 18 S	R 29 E	Sec 28	3100863 Rd
T 18 S	R 30 E	Sec 36	3765947 Rd
T 18 S	R 29 E	Sec 5	3700440 Rd
T 18 S	R 29 E	Sec 31	3700409/410 Rd
T 18 S	R 29 E	Sec 1	3700546 Rd
T 18 S	R 29 E	Sec 13	3746240 Rd
T 18 S	R 29 E	Sec 14	3700/3700478 Rd
T 18 S	R 29 E	Sec 14	3700480 Rd
T 18 S	R 29 E	Sec 30	3700292 Rd

RANGE MANAGEMENT

RM1: How does the road system affect access to range allotments?

The existing road system is used by both livestock permittees and for permit administration activities. Any foreseeable changes in the transportation system will maintain adequate access for these activities at an additional cost to both the Forest Service and the permittees. Road closures would possibly cause increased time and effort to administer grazing permits, forest monitoring, and managing livestock. Restricted access would require alternative transportation (i.e., horses, ORVs, etc.) for administering grazing permits and forest monitoring; and require additional time for activities such as delivering salt or fence supplies and for covering territory which full-sized vehicles accomplished in considerably less time. Improved watershed structure by closing roads could help livestock management.

WATER PRODUCTION

WP1: How does the road system affect access, constructing, maintaining, monitoring, and operating water diversions, impoundments, and distribution canals or pipes?

The road system does not affect constructed water diversions, impoundments, and distribution canals or pipes. Several private ownerships dispersed throughout the watershed are authorized to withdraw water from the various creeks and streams. There is one irrigation diversion on Myrtle Creek within the watershed on private property. Once the Silvies River leaves the watershed, there are numerous irrigation diversions downstream within the Silvies sub basin. The Silvies River is also one of the major water sources for Malheur Lake and the Malheur National Wildlife Refuge located in the Oregon Closed Basin.

Numerous springs are found throughout the watershed (see Map #5 of the WA); many have been developed for livestock water sources. Springs within the Myrtle Creek and upper Stancliff areas connect to the stream network and augment flows and influence temperatures. Several springs near Sage Hen and Little Sage Hen Creeks appear to be linked with roads and may be the result of intercepted subsurface flows brought to the surface by road cuts or fills. Springs restoration activities are needed for wildlife habitat, watershed, and range betterment.

WP2: How does road development and use affect water quality in municipal watersheds?

There are no municipal watersheds in this area.

WP3: How does the road system affect access to hydroelectric power generation?

There is no hydropower facility accessed by the road systems in the analysis area.

SPECIAL FOREST PRODUCTS

SP1: How does the road system affect access for collecting forest* products*?

Virtually the entire existing road system is used for collecting special forest products for personal and commercial use such as firewood cutting, Christmas trees, post and poles, timber, etc. The existing road system is generally adequate for these activities. When roads are decommissioned or closed it reduces access for some of these uses, but many of the roads that are candidates for decommissioning are in RHCA areas, where firewood cutting is already prohibited. Any foreseeable changes in the area transportation system are expected to maintain adequate access for these activities.

SPECIAL USES PERMITS

SU1: How does the road system affect managing special-use permit sites (concessionaires, communications sites, utility corridors, and so on)?

Any foreseeable changes in the existing transportation system will need to be coordinated with special-use permittees to protect existing access and prevent potential conflicts. Within this analysis area, non-recreational permitted uses include ditch easements and overhead electrical transmission lines.

Two ditch diversions are located in the Myrtle Creek drainage on National Forest System (NFS) lands in Sections 25 and 36, T.18S., R.30E. These ditches provide irrigation water to private lands. These ditches and private land inholding are accessed by Forest Development Roads (FDR's) 3765, 3765136, 895 and 230. Water rights for these ditch diversions in Myrtle Creek are 0.84 c.f.s. per acre, while another private water withdrawal located on private lands in Gold Creek is 0.10 c.f.s. There is also a non-permitted domestic spring development in the NW¼ of section 36 that provides water to an older cabin located on the private parcel with a water right of 0.002 c.f.s.

Other private water right withdrawals occur on the private lands within Myrtle Park Meadows area for irrigation of 8.0 acres and livestock use for a total of 0.08 c.f.s.

The electrical power lines run through the southeast corner of the analysis area with a 100' wide permitted corridor. These lines are accessed by FDR's 3100, 3130, 3130057, 3130074, 3130077, 3130131, 3100320, 3110, 3110230, along with cross country travel along the power line right-of-way.

Recreational permitted uses include outfitter guide permits covering large geographical areas. No adverse impacts are expected to these permitted uses from access management plans due to the mobile nature of the permitted activity.

GENERAL PUBLIC TRANSPORTATION

GT1: How does the road system connect to public road and provide primary access to communities?

FDR 31 bisects the analysis area from south to north. It is a major paved road (with short sections of aggregate surfacing) that connects State Highway 395 to County 63; FDR 37 is located in the northern end of the watershed and runs predominantly east and west, crossing FDR 31, connecting Highway 395 and FDR 47 which accesses County Road 127. FDR 37 is paved with areas of aggregate surfacing.

GT2: How does the road system connect large blocks of land in other ownership to public roads? (ad-hoc communities, subdivisions, in holdings, and so on)

Areas of Silvies Canyon watershed are in private ownership and include lands managed by the Bureau of Land Management. The main FDRs that are used to access the majority of other ownership lands are those connected to FDR 31, 3130, 3140, and 3765. Private roads are usually off these roads. Land ownership within the watershed is shown in Table 2, Step 1 – Page 2 and Map #3 of the WA. This Roads Analysis concentrates on lands managed by the Malheur National Forest.

Known or suspected FDRs used by private owners are listed below, starting in the north part of the project area:

FDR 3765 and 3765136, 3765135 are currently open and provide access to the private lands in Myrtle Park Meadows. FDR 3100210 and 3100195 could also provide access on the south side of Myrtle Creek.

FDR 3765, 3765136, 895, and 228 are open and provide access to private lands in the Myrtle Creek Drainage in T.18S., R30E., Section 36. Closed FDR 3100228 provides access to the southeast corner of the private parcel that is split off by Myrtle Creek and Gold Creek.

Access to a private parcel located in the Silvies River drainage in T.19S., R.31E., SE¼SE¼ of Section 15 is assumed to by private road through private lands off of FDR 3140.

FDR 3100, 3140, 3140121, and 3140123 provide access to private lands on the north side of the Silvies River within Section 29 of T.19S., R.31E. FDR 3100, 3100132, 3130, and 3130127 provide access to the private lands on the south side of Silvies River within Section 29, T.19S., R.31E.

FDR 3130 and 3130057 provide access to private lands in the Deer Creek drainage within section 34, T.19S., R.34E., and within section 3 of T.20S., R.31E.

Private parcel in the lower Myrtle Creek drainage, T.20S., R.30E., NW¼NW¼, has no known roads within it. A foot trail located along the stream channel is shown on the current Forest recreation map but will be omitted from future maps. Forest records indicate there is no Forest Service right-of-way on this trail through the property.

FDR 3100, 3100187, 3100089, 3100086, 3100415, 3100095, 3110, 3110232, 3110230, and 3110127 provide access to the private parcels within portions of Sections 8, 17, and 16, T.20S., R.31E.

GT3: How does the road system affect managing roads with shared ownership or with limited jurisdiction? (RS2477, cost-share, prescriptive rights, FLPMA easements, FRTA easements, DOT easements)?

All of the roads that are listed in Appendix A of the DEIS, that have proposed management inside the analysis area, are under Forest Service Jurisdiction. Proposed management activities are not expected to change present use as long as access to non-Federal lands is not restricted. At this time, there are no known road easement grants, RS2477 claims, or cost share roads within the project area.

GT4: How does the road system address the safety of road users?

While use of Forest Roads for logging activities has declined significantly, the Forest has been experiencing steady increases in overall recreational use. Traffic conflicts during peak use periods (hunting seasons) are expected to rise with future increases in recreational use of the analysis area, and also because as open road densities are reduced through road closures and decommissioning, more users will use fewer miles of road.

Road Condition Assessment surveys, conducted in recent years revealed substantial deferred maintenance work items related to health and safety, some of which are considered critical. Critical safety deferred maintenance work items include: aggregate placement, turnout construction/reconstruction, brushing and clearing for sight distance, hazard tree felling, and signing.

As much as current road maintenance funding levels allow, the classified roads in the analysis area are maintained and signed in accordance with their maintenance level and traffic service level. Additional reconstruction and maintenance work may be required to accommodate increased traffic use on roads that are to be left open.

ADMINISTRATIVE USE

AU1: How does the road system affect access needed for research, inventory, and monitoring?

To date the existing road system has been adequate for research, inventory, and monitoring needs. Some roads are only accessible by Off Road Vehicles (ORVs) or on foot due to washouts, fallen trees, etc. During wet weather, some native surface roads are recommended for foot traffic only to avoid further rutting and damage of road subgrades.

AU2: How does the road system affect investigative or enforcement activities?

The majority of the open and gated roads in the analysis area provide vehicular access for both investigative and enforcement activities.

PROTECTION

PT1: How does the road system affect fuels management?

Generally there is adequate access in the analysis area except in the Myrtle-Silvies roadless area.

PT2: How does the road system affect risk to fire fighters and to public safety?

Access is adequate to provide safety zones. Roads can be used if a hasty retreat is necessary, except in the roadless area. The terrain is fairly gentle in some areas, allowing easy walk-in access where roads are not available. Much of the steeper terrain is in the roadless area. Meadows, sage flats, and some old harvest areas may provide some safety zones for firefighters.

PT3: How does the road system affect the capacity of the Forest Service and cooperators to suppress wildfires?

The 3100, 3120, 3125, and 3746 road systems and road 3700440 come near the roadless boundary and can be used to get fire fighters close to that area. Lack of roads in the roadless area may allow larger or more intense fires.

The road system provides relatively good access for ground-based equipment used in fire suppression efforts. Roads on ridges or in valley bottoms can be used as fire breaks if the surface fuel loading and ladder fuels are reduced. Pole barricades may be opened if initial attack forces have equipment to open the barricades. Berms restrict access of ground-based equipment such as engines and vehicles.

Some of the local roads are partially or fully revegetated limiting or prohibiting vehicle access, especially bigger vehicles such as engines.

Closing or decommissioning roads will require more use of aerial delivered firefighters for initial attack in wildland fire suppression.

Fires in the roadless areas with longer walk-ins can be staffed with aerial delivered resources. Water or retardant drops can be utilized to limit fire spread if they are available. Limited access into an area can increase fire suppression costs.

PT4: How does the road system contribute to airborne dust emissions resulting in reduced visibility and human health concerns?

This is not an issue except for short periods in local areas where management activities are taking place. Management activities and high recreation use periods utilize design criteria to ensure that dust abatement is included for those activity areas when deemed necessary.

UNROADED RECREATION

UR1: Is there now or will there be in the future excess supply or excess demand for unroaded recreation opportunities?

Currently, the planning area is relatively heavily roaded, except for the Myrtle-Silvies Roadless area. There are no other inventoried roadless or contiguous unroaded areas greater than 1,000 acres within the analysis area. Several million unroaded aces occur within a 1-hour drive from this area.

The Forest Plan determined approximately 1900 Recreation Visitor Days occur annually, with approximately 75 percent of these being in a semi-primitive setting and 25 percent

being in a roaded natural setting (DEIS pg. 3-5). Use sampling is being conducted which may revise these figures. Myrtle Creek Trail (from Forest Road 3100226 to Burnt Mountain Trail, aka FL Spring Trail); and West Myrtle Creek Trail (from Forest Road 3700440 to Myrtle Creek Trail) provide non-motorized access to the roadless area. Monitoring of these trails, shows recreational use in the area is light. Future demands for unroaded recreation opportunities will be addressed during the Forest Plan revision tentatively scheduled for 2004.

ROADED RECREATION

RR1: Is there now or will there be in the future excess supply or excess demand for roaded recreation opportunities?

The Silvies Canyon watershed provides a wide range of recreation opportunities, activities, settings, and experiences; however, the roaded settings clearly dominate (DEIS pg. 4-92). Future demands for roaded recreation opportunities will be addressed during the Forest Plan Revision tentatively scheduled for 2004.

RR2: Is developing new roads into unroaded areas, decommissioning of existing roads, or changing maintenance of existing roads causing substantial changes in the quantity, quality, or type of roaded recreation opportunities?

Any foreseeable changes in the ATM plan for the Silvies Canyon Project analysis area are not expected to cause substantial changes in the quality or type of roaded recreation opportunities, but they will likely result in a reduction of the number of road miles open to these activities.

RR3: What are the adverse effects of noise and other disturbances caused by constructing, using, and maintaining roads on the quantity, quality, or type of roaded recreation opportunities?

The watershed is primarily used for dispersed recreation activities, mainly viewing scenery and wildlife, dispersed camping, fishing, hiking, and hunting. Access is key to how outdoor recreation resources are used. Dispersed recreation sites easily accessed by motorized vehicles have higher visitation rates than those located in remote, roadless areas (DEIS pg. 3-55). Adverse effects of noise and other disturbances on roaded recreation opportunities have not been documented as being an issue within the analysis area.

RR4: Who participates in roaded recreation in the areas affected by road constructing, changes in road maintenance, or road decommissioning?

The most significant use is by hunters during the big game seasons, with the heaviest use occurring from August through November. Other users include range allotment holders, recreational drivers, firewood and other miscellaneous special forest product gatherers, ATV and OHV drivers and mountain bikers. Hiking trails with roads are displayed on Map #8 of the Silvies Canyon WA.

PASSIVE-USE VALUE

PV1: Do areas planned for road construction, closure, or decommissioning have unique physical or biological characteristics, such as unique natural features and threatened or endangered species?

The pre-field database and field review of potential sensitive plant habitats identified occurrence or suspected occurrence, or potential habitat for the Proposed, Endangered, Threatened and Sensitive (PETS) species which may be affected by adverse modification of habitat is listed in the WA, Table 4, Page 10. Full disclosure of effects on PETS species are addressed in the Silvies Canyon Watershed Restoration Project Biological Assessment (Appendix C). The summary of Effects on PETS species is displayed in the DEIS, page 4-78, Table 4-17.

Some PETS species may be affected by road closures or decommissioning.

No unique habitats have been located within the watershed. Special habitats such as riparian (bogs, seeps, and springs), dead and defective tree habitat (snags), dead and down woody material (logs), edge areas, aspen stands, meadows, animal dens, and wallows, are also very important, for they provide habitat diversity, contribute to the quality and quantity of habitat, and may be an integral part of a plant or animals life cycle (DEIS, pg. 3-53). Some special habitats may be affected by road closures or decommissioning.

Cultural resource surveys have located and recorded approximately 190 archaeological sites. Road closures or decommissioning have the potential to affect archaeological sites. The sites should be protected from ground disturbing activities.

PV2: Do areas planned for road construction, closure, or decommissioning have unique cultural, traditional, symbolic, sacred, spiritual, or religious significance?

American Indians have inhabited and used the surrounding central southeastern region of Oregon, and Harney Basin, in which the Silvies Canyon watershed is located, for over 10,000 years. Presently, the primary Tribal users of the watershed are the Burns Paiute

Tribe whose members continue to actively utilize the Silvies region for hunting, fishing, plant gathering, and religious purposes (Burns Paiute Tribe, 2001).

The Silvies Canyon Watershed was part of the original Malheur Reservation established in 1872. The area remains extremely important to the Burns Paiute Tribe as a source for raw materials and as a location to practice traditional cultural activities, and for spiritual reasons (SDEIS pg. 2-3).

The area is currently, as well as historically, an important source for the Burns Paiute Tribe to gather native plant and animal materials for medicine, food, traditional crafts and art. Currently, tribal members hunt for deer, elk, and groundhogs or yellowbellied marmots and fish for redband trout. In addition, tribal members gather culturally important plants, such as biscuit root, bitterroot, and wild onions. Other culturally important plants include chokecherries, willow, dogwood, camas, grasses, sagebrush, rabbit brush, dogwood, aspen, juniper, and dogbane. Finally, the Burns Paiute Tribe continues to conduct ceremonial activities within the project area. (EPA, 2002).

Some historical values may be altered by road closures and decommissions, although a non-invasive method of closure or decommissioning would be less apt to further disrupt those areas of unique cultural, traditional, symbolic, sacred, spiritual, or religious significance.

PV3: What, if any, groups of people (ethnic groups, subcultures, and so on) hold cultural, symbolic, spiritual, traditional, or religious values for areas planned for road entry or road closure?

Prehistoric archaeological remains on the Burns Ranger District are representative of two broad cultural stages: Paleo-Indian and Archaic. The District is tied culturally primarily to the Great Basin because prehistoric people who utilized it as a hunting and gathering area were based in the Harney Valley, wintering around Harney Lake. Today, these people are represented by the Northern Paiute tribes, and in this area specifically, the Burns Paiute Tribe.

In recent years, there has been a renewed interest by the people in preserving their language, culture, and traditional life style. Younger tribal members are learning skills from their elders to carry into the future. Having roaded access to traditional plant gathering, hunting, fishing, and spiritual sites and availability of resources is of vital concern to the tribe (SDEIS pg. 2-3).

PV4: Will constructing, closing, or decommissioning roads substantially affect passive-use values?

Passive use values are off-site uses in which people receive benefits not through actively using resources or visiting the area, but through the satisfaction of knowing that it exists or that it remains for future generations. Passive off-site uses within the watershed are

primarily associated with the Myrtle-Silvies Roadless Area (Socio-economic report for Silvies Canyon FEIS). Passive use values associated with the Myrtle-Silvies Roadless Area will be addressed during the Forest Plan Revision tentatively scheduled for 2004.

Road system changes will affect other passive use values to varying degrees. For example, building additional roads or increasing motorized use will favor those forest users that value motorized recreation; while closing roads and road obliteration will favor those forest users who value a non-motorized experience.

SOCIAL ISSUES

SI1: What are people's perceived needs and values for roads? How does road management affect people's dependence on, need for, and desire for roads?

Motorized access is important to many people for both non-extracting activities, as well as extracting resources, be it firewood, post/poles, mushrooms, or timber. With an increase in motorized recreation and an aging population, new conflicts have begun to emerge regarding transportation systems. The need to reduce road systems for sensitive wildlife habitat protection, watershed restoration, protection of fisheries habitat, current road maintenance funding, and prevention of soil erosion often conflicts with human desires to access the National Forests via motorized vehicles. (SDEIS pg. 2-13).

The Burns Paiute Tribe has traditionally used the Silvies Canyon Watershed for fishing, hunting, and gathering of terrestrial and aquatic resources. They have expressed concern regarding closure of roads, thus potentially limiting access to resources within the area, especially for elders who may be mobility impaired.

This question/issue is also addressed in the LRMP for the Forest (Also see PV2-PV4, SI 12-14, SI8, and SI10).

SI2: What are people's perceived needs and values for access? How does road management affect people's dependence on, need for, and desire for access?

As a result of publicity generated by opponents and supporters of the past access travel management planning and implementation, there is a heightened awareness on the issues of motor vehicle access on the Forest. ORV and ATV riders are strongly opposed to any loss of motorized access. Rhetoric from both sides of the issue has increased tension and contributed to an overstatement of impacts by both sides. This area historically has had ample motorized access. Any proposals to close or decommission large portions of the road system will be met with both strong support and strong opposition.

SI3: How does the road system affect access to paleontological, archaeological, and historic sites?

Page 3-57 of the Silvies Canyon DEIS discusses the prehistoric and historic sites. Some roads may adversely affect archaeological sites. There are approximately 190 archeological sites that have been located and recorded.

Road construction and reconstruction are usually designed to avoid all significant properties, or mitigated through data recovery if avoidance is not possible. Nonetheless, roads provide access to these sites and often increase the potential for looting and vandalism. Conversely, road closures would reduce the potential.

SI4: How does the road system affect cultural and traditional uses (such as plant gathering, and access to traditional and cultural sites) and American Indian treaty rights?

The Burns Paiute Tribe has no ratified treaty. As stated in PV2, the primary Tribal users of the watershed are the Burns Paiute Tribe (Tribe). The Tribes members continue to actively utilize the Silvies region for hunting, fishing, plant gathering, and religious purposes (Burns Paiute Tribe, 2001).

Correspondence received in response to the DEIS indicated that representatives of the tribe are concerned road closures will affect the ability of elders to access special areas. Specifically, correspondence has expressed that "*Plant gathering, hunting, and fishing by tribal members are important uses of the Silvies Canyon Watershed. Every tribal family uses this region for cultural purposes. Careful consideration needs to occur if roads are closed in the Silvies Canyon watershed. Many tribal members gather plants in this area and I am concerned that their traditional cultural practices may be limited. Many of the people on the reservation that are the master artists are elders and have limited mobility. Those individuals need to be able to get to cultural plant and other sites in this region* (Burns Paiute Tribe, 2001).

SI5: How are roads that constitute historic sites affected by road management?

The Silvies Canyon Analysis does/does not contain roads that constitute historic sites.

SI6: How is community social and economic health affected by road management (for example, lifestyles, businesses, tourism industry, infrastructure maintenance)?

This larger-scale question is addressed in the Malheur National Forest LRMP and Silvies Canyon SDEIS, Chapter 3.

SI7: What is the perceived social and economic dependency of a community on an unroaded area versus the value of that unroaded area for its intrinsic existence and symbolic values.

This larger-scale question is addressed in the Malheur National Forest LRMP.

SI8: How does road management affect wilderness attributes, including natural integrity, natural appearance, opportunities for solitude, and opportunities for primitive recreation?

There are no wilderness areas within the watershed.

SI9: What are traditional uses of animal and plant species in the area of the analysis?

Grazing, hunting, fishing, and resource extraction are traditional uses. Species of fauna which were used by bands of American Indians that utilized the Silvies Canyon Analysis Area prior to Euroamerican contact include, but are not limited to: mule deer, Rocky Mountain elk, yellow bellied marmot, various rabbits, birds, and native fish. Traditionally important plant species that occur within the analysis area include but are not limited to species such as biscuitroot, bitterroot, onion, chokecherry, and huckleberry. See also PV2

SI10: How does road management affect people's sense of place?

Sense of place is defined as the physical locations that people have invested with meaning, value, and feelings because of their experiences there. With respect to local residents and American Indians, the presence of long established families, many with ties to the land and community that cross generations; a close-knit society with a strong emotional sense of place has resulted. Interestingly, out-of-area visitors, such as hunters, who have hunted or camped in the same area for several generations also have that same strong sense of place.

All three groups know the area history and have observed changes over the years, but from different perspectives. Some, such as hunters, only see the land at one time of the year, and changes that have occurred over time may appear to be sudden actions that take them by surprise. Local residents and American Indians, who visit the area several times a year may not see the changes as sudden but may not agree with them. This is especially so when the changes directly affect their livelihood or lifestyle.

American Indians have an intimate relationship with the land's resources. Resources often have spiritual overtones and are part of American Indian sense of identity. Changes are usually viewed in how it affects their sense of identity or lifestyle, and how it might affect future generations.

Forestry and agriculture based employment and life styles have long dominated the local community economies. The gradual but marked decline over the past several decades has left a sense of frustration and bitterness toward "federal control" and national direction in the minds of many long time residents and business people (SDEIS pg. 2-14).

Roads play and important part of some peoples "sense of place". Ties to the land are based on the lifestyles of people that make their living off of the land. The existing road management benefits the majority of recreationists in the area, especially those seeking a motorized recreation type of experience. Access to the private land inholdings is by Forest Service roads.

CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE

CR1: How does the road system, or its management, affect certain groups of people (minority, ethnic, cultural, racial, disabled, and low income groups)?

Decisions that influence the management of road systems within the Silvies Canyon watershed have the potential to affect many people. Some people, however, are more directly affected than others because of their interest in the area. Those most directly affected by proposed road management are those whose livelihood or recreational pursuits are most closely tied to the area (SDEIS pgs. 3-1 to 3-2).

In the SDEIS (pages 3-4 to 3-5) several specific minority or disadvantaged groups, qualifying under the environmental justice executive order, were identified with potential to be impacted by activities. These are: elderly people, especially those on low, fixed incomes, low-income people in general, and the Burns Paiute Tribe. The level of motor vehicular access to specific areas would directly affect the elderly and the Burns Paiute Tribe.

APPENDIX A

Road List

SILVIES CANYON
PLANNING AREA ROADS ANALYSIS

ROAD	LENGTH (Meters)	LENGTH (Miles)	OPER ML	OBJ ML	SURFACE	HUC6_NAME	Miles in RHCA	Closed by Previous Decision
3100000	3883.52	2.41	4	4	AGG	Myrtle Park	5.79	
3100000	10940.35	6.80	4	4	BST	Myrtle Park		
3100000	18216.53	11.32	4	4	BST	Sage Hen Creek		
3100020	167.57	0.10	1	1	NAT	Myrtle Park		X
3100021	1711.48	1.06	2	1	NAT	Myrtle Park		
3100029	301.44	0.17	2	1	NAT	Myrtle Park		X
3100031	1028.39	0.30	1	1	NAT	Myrtle Park		X
3100033	268.27	0.17	2	1	NAT	Myrtle Park		
3100034	738.55	0.46	1	1	NAT	Myrtle Park		X
3100035	1462.25	0.91	2	1	NAT	Sage Hen Creek	1.69	X
3100035	761.28	0.47	2	1	NAT	Burnt Mountain		X
3100035	5079.37	1.80	1	1	NAT	Burnt Mountain		X
3100036	1380.15	0.86	2	1	NAT	Myrtle Park		
3100038	346.48	0.17	1	1	NAT	Myrtle Park		X
3100084	474.46	0.21	1	1	NAT	Sage Hen Creek		X
3100086	205.43	0.13	1	1	NAT	Stancliffe Creek		X
3100087	1749.30	1.09	1	1	NAT	Stancliffe Creek		X
3100088	717.94	0.45	2	2	NAT	Myrtle Park	0.21	
3100089	843.97	0.52	1	1	NAT	Stancliffe Creek		X
3100090	602.15	0.37	2	1	NAT	Sage Hen Creek		
3100092	709.21	0.40	1	1	NAT	Sage Hen Creek		X
3100093	209.29	0.13	2	2	NAT	Stancliffe Creek		
3100095	1771.59	1.10	2	2	NAT	Stancliffe Creek	0.31	
3100096	548.58	0.34	2	1	NAT	Myrtle Park		
3100101	756.37	0.47	2	2	NAT	Myrtle Park	0.16	X
3100102	1139.34	0.71	2	2	NAT	Myrtle Park	0.24	
3100102	1988.68	1.24	2	2	NAT	Sage Hen Creek		
3100104	1675.54	1.04	2	1	NAT	Sage Hen Creek		
3100105	777.38	0.48	2	1	NAT	Sage Hen Creek		
3100107	1166.78	0.70	1	1	NAT	Myrtle Park		X
3100107	53.03	0.03	1	1	NAT	Sage Hen Creek		
3100131	1393.25	0.87	1	1	NAT	Stancliffe Creek	0.45	X
3100132	730.44	0.45	1	1	NAT	Boulder Creek/Fawn Creek		
3100132	36.90	0.02	1	1	NAT	Sage Hen Creek		
3100137	268.09	0.17	1	1	NAT	Myrtle Park		
3100152	1007.05	0.63	1	1	NAT	Myrtle Park		
3100190	1590.93	0.99	1	1	NAT	Myrtle Park	0.39	X
3100193	491.50	0.31	2	1	NAT	Myrtle Park		
3100195	3587.78	2.23	2	1	NAT	Myrtle Park	0.37	
3100196	983.00	0.61	2	2	NAT	Myrtle Park		
3100208	1496.69	0.93	2	1	NAT	Myrtle Park		
3100210	1485.92	0.92	2	1	IMP	Myrtle Park	0.13	
3100210	371.31	0.23	2	1	NAT	Myrtle Park		
3100212	611.91	0.38	2	1	NAT	Myrtle Park		
3100218	1868.01	1.16	2	2	NAT	Myrtle Park		
3100219	285.47	0.18	2	2	NAT	Myrtle Park		X
3100220	264.58	0.13	1	1	NAT	Myrtle Park		X
3100222	268.64	0.17	2	2	NAT	Myrtle Park		X
3100223	394.17	0.24	2	1	NAT	Myrtle Park		
3100224	502.23	0.31	2	1	NAT	Myrtle Park	0.01	
3100225	577.08	0.36	1	1	NAT	Myrtle Park		X
3100226	429.37	0.27	3	3	BST	Myrtle Park	0.22	
3100227	446.96	0.28	1	1	NAT	Myrtle Park		X
3100228	817.66	0.47	1	1	NAT	Myrtle Park		X
3100230	836.90	0.47	2	2	NAT	Myrtle Park	0.08	X
3100239	3301.44	2.05	1	1	NAT	Myrtle Park	0.31	X
3100241	1286.26	0.80	2	2	IMP	Myrtle Park	0.17	
3100241	804.30	0.50	2	2	NAT	Myrtle Park		
3100243	909.28	0.57	2	1	NAT	Myrtle Park	0.08	
3100244	623.71	0.39	2	2	NAT	Myrtle Park		
3100245	658.16	0.38	2	2	NAT	Myrtle Park		X
3100247	378.17	0.23	1	1	NAT	Myrtle Park		X
3100248	1937.46	1.20	2	2	NAT	Myrtle Park	0.05	
3100249	420.97	0.26	2	1	NAT	Myrtle Park		
3100250	211.36	0.13	2	1	NAT	Myrtle Park		
3100259	262.97	0.16	2	1	NAT	Myrtle Park		
3100260	328.58	0.20	2	2	NAT	Myrtle Park	0.11	
3100260	2628.86	1.63	2	2	IMP	Myrtle Park		
3100261	730.27	0.45	1	1	NAT	Myrtle Park		X

SILVIES CANYON
PLANNING AREA ROADS ANALYSIS

ROAD	LENGTH (Meters)	LENGTH (Miles)	OPER ML	OBJ ML	SURFACE	HUC6_NAME	Miles in RHCA	Closed by Previous Decision
3100262	351.14	0.22	1	1	NAT	Myrtle Park	0.04	X
3100265	503.80	0.31	1	1	NAT	Myrtle Park	0.03	X
3100266	331.33	0.21	1	1	NAT	Myrtle Park		
3100271	1274.30	0.79	2	2	NAT	Myrtle Park	0.39	
3100273	327.44	0.20	2	1	NAT	Myrtle Park		
3100273	490.98	0.31	2	1	NAT	Myrtle Park		
3100274	384.24	0.24	1	1	NAT	Myrtle Park		X
3100275	767.12	0.48	1	1	NAT	Myrtle Park		X
3100276	816.36	0.51	1	1	NAT	Myrtle Park		X
3100277	421.70	0.26	1	1	NAT	Myrtle Park		X
3100286	1340.74	0.83	2	2	IMP	Myrtle Park	0.08	X
3100288	206.86	0.13	2	1	NAT	Myrtle Park		
3100289	458.68	0.29	2	2	NAT	Myrtle Park		
3100290	1467.03	0.91	2	2	NAT	Myrtle Park	0.24	X
3100293	322.29	0.20	1	2	NAT	Myrtle Park		X
3100294	161.03	0.10	2	1	NAT	Myrtle Park		
3100296	1200.52	0.75	2	2	NAT	Myrtle Park		
3100299	354.94	0.22	1	1	NAT	Myrtle Park		X
3100305	531.65	0.33	2	1	NAT	Myrtle Park		
3100306	288.74	0.18	2	1	NAT	Sage Hen Creek	0.08	X
3100319	191.84	0.12	2	1	NAT	Stancliffe Creek		
3100320	564.14	0.35	2	2	NAT	Stancliffe Creek	0.06	X
3100321	668.64	0.42	2	1	NAT	Stancliffe Creek	0.04	
3100334	216.43	0.13	2	1	NAT	Myrtle Park		
3100342	240.75	0.15	1	1	NAT	Myrtle Park		X
3100343	17.17	0.01	2	2	NAT	Myrtle Park		
3100381	608.61	0.38	2	2	NAT	Myrtle Park		
3100415	524.06	0.33	2	1	NAT	Stancliffe Creek	0.24	
3100424	256.29	0.16	1	1	NAT	Stancliffe Creek		X
3100426	333.85	0.18	1	1	NAT	Sage Hen Creek		X
3100429	1414.28	0.88	1	1	NAT	Sage Hen Creek		X
3100430	409.41	0.25	2	1	NAT	Sage Hen Creek		
3100431	542.85	0.34	2	2	NAT	Sage Hen Creek		
3100432	41.22	0.03	2	2	NAT	Stancliffe Creek		
3100435	275.28	0.13	1	1	NAT	Sage Hen Creek	0.09	X
3100436	312.77	0.19	2	1	NAT	Stancliffe Creek		
3100437	418.55	0.26	2	1	NAT	Stancliffe Creek		
3100545	314.73	0.20	2	2	NAT	Myrtle Park		X
3100547	394.38	0.25	1	1	NAT	Myrtle Park		X
3100551	705.80	0.44	1	1	NAT	Myrtle Park		X
3100557	267.64	0.17	2	1	NAT	Myrtle Park		
3100559	202.55	0.13	2	1	NAT	Myrtle Park	0.05	
3100559	202.63	0.13	2	1	NAT	Myrtle Park		
3100563	398.98	0.18	1	1	NAT	Myrtle Park		X
3100565	386.79	0.17	1	1	NAT	Myrtle Park		X
3100569	102.44	0.06	2	2	NAT	Sage Hen Creek		
3100570	108.71	0.07	1	1	NAT	Myrtle Park		X
3100571	419.91	0.26	2	1	NAT	Sage Hen Creek		
3100572	317.51	0.18	1	1	NAT	Sage Hen Creek		X
3100599	614.61	0.38	2	2	NAT	Myrtle Park		X
3100600	483.79	0.30	1	1	NAT	Myrtle Park		X
3100601	485.56	0.30	2	1	NAT	Sage Hen Creek	0.20	
3100601	517.71	0.32	2	1	NAT	Stancliffe Creek		
3100602	164.15	0.10	2	2	NAT	Myrtle Park		X
3100605	124.62	0.08	1	1	NAT	Myrtle Park		
3100612	204.78	0.13	2	1	NAT	Myrtle Park		
3100613	408.55	0.19	1	1	NAT	Myrtle Park		X
3100615	1467.31	0.89	2	2	NAT	Myrtle Park		X
3100616	738.95	0.38	1	1	NAT	Myrtle Park		X
3100618	67.46	0.04	1	1	NAT	Myrtle Park		X
3100618	67.81	0.04	1	1	NAT	Myrtle Park		X
3100619	643.43	0.40	2	2	NAT	Myrtle Park		X
3100620	598.56	0.37	2	2	NAT	Myrtle Park		X
3100627	248.30	0.15	1	1	NAT	Myrtle Park		X
3100719	17.93	0.01	2	2	NAT	Myrtle Park		
3100720	217.82	0.14	1	1	NAT	Myrtle Park		X
3100724	260.79	0.16	1	1	NAT	Myrtle Park		X
3100728	260.54	0.16	2	1	NAT	Myrtle Park		
3100742	1890.09	1.17	2	2	NAT	Myrtle Park	0.04	X

SILVIES CANYON
PLANNING AREA ROADS ANALYSIS

ROAD	LENGTH (Meters)	LENGTH (Miles)	OPER ML	OBJ ML	SURFACE	HUC6_NAME	Miles in RHCA	Closed by Previous Decision
3100744	2086.23	1.30	2	2	NAT	Sage Hen Creek		
3100745	815.27	0.51	2	1	NAT	Sage Hen Creek	0.49	X
3100747	905.03	0.48	1	1	NAT	Sage Hen Creek	0.48	X
3100758	440.30	0.27	1	1	NAT	Stancliffe Creek	0.06	X
3100759	658.32	0.41	2	2	NAT	Stancliffe Creek	0.04	
3100768	1929.90	1.20	2	2	IMP	Myrtle Park	0.08	
3100770	645.42	0.40	2	2	NAT	Myrtle Park		
3100795	401.26	0.25	1	1	NAT	Myrtle Park		X
3100820	229.29	0.14	2	2	NAT	Myrtle Park		
3100827	123.30	0.08	1	1	NAT	Myrtle Park		X
3100828	191.86	0.12	2	2	NAT	Myrtle Park	0.06	
3100843	398.60	0.25	2	1	NAT	Sage Hen Creek		
3100844	64.43	0.04	2	2	AGG	Myrtle Park		X
3100844	2672.33	1.66	2	2	AGG	Sage Hen Creek		X
3100844	1610.07	1.00	2	2	NAT	Sage Hen Creek		X
3100846	684.89	0.43	2	2	NAT	Sage Hen Creek		
3100847	428.43	0.27	2	2	NAT	Sage Hen Creek		
3100858	865.54	0.35	1	1	NAT	Sage Hen Creek	0.05	X
3100859	500.93	0.31	2	1	NAT	Sage Hen Creek		
3100860	3774.08	2.35	2	1	NAT	Sage Hen Creek	1.48	
3100862	1113.51	0.69	2	2	NAT	Myrtle Park		
3100862	636.35	0.40	2	1	NAT	Myrtle Park		
3100863	582.55	0.36	2	2	NAT	Myrtle Park		
3100864	1074.09	0.67	2	2	AGG	Myrtle Park	1.65	
3100864	3847.62	2.39	2	2	NAT	Myrtle Park		
3100866	720.98	0.45	2	1	NAT	Sage Hen Creek	0.01	
3100867	235.82	0.21	1	1	NAT	Myrtle Park		X
3100868	328.47	0.20	2	1	NAT	Myrtle Park		
3100869	830.96	0.52	2	2	NAT	Myrtle Park		
3100870	949.25	0.59	2	1	NAT	Myrtle Park		
3100872	435.26	0.27	2	1	NAT	Myrtle Park		
3100873	291.05	0.18	2	1	NAT	Myrtle Park		
3100874	901.95	0.56	2	1	NAT	Myrtle Park		
3100875	1077.66	0.67	2	2	IMP	Myrtle Park	0.05	
3100879	101.84	0.06	2	1	NAT	Myrtle Park		
3100885	468.70	0.29	2	1	NAT	Myrtle Park		
3100887	280.54	0.17	2	1	NAT	Myrtle Park		
3100888	125.74	0.08	2	1	NAT	Myrtle Park		
3100892	276.78	0.17	2	2	NAT	Myrtle Park		X
3100895	820.44	0.51	1	1	NAT	Myrtle Park	0.14	X
3100895	1339.39	0.83	2	1	NAT	Myrtle Park		X
3100898	595.79	0.37	2	2	NAT	Myrtle Park		
3100909	447.71	0.28	1	1	NAT	Myrtle Park	0.20	X
3100910	392.94	0.24	1	1	NAT	Sage Hen Creek	0.51	X
3100910	3012.87	1.87	2	2	NAT	Sage Hen Creek		X
3100911	323.33	0.20	2	2	NAT	Sage Hen Creek	0.04	X
3100913	438.02	0.27	2	2	IMP	Sage Hen Creek		
3100914	396.01	0.20	1	1	NAT	Sage Hen Creek		X
3100925	765.68	0.48	2	2	NAT	Myrtle Park		
3100931	284.78	0.18	1	1	NAT	Myrtle Park		X
3100932	241.35	0.15	1	1	NAT	Myrtle Park		X
3100935	4351.57	2.70	2	2	AGG	Myrtle Park	0.22	
3100936	116.24	0.07	2	2	IMP	Myrtle Park		
3100936	2046.39	1.27	2	2	NAT	Myrtle Park		
3100937	1338.23	0.83	2	2	NAT	Myrtle Park		
3100938	2277.10	1.41	2	2	NAT	Myrtle Park		
3100939	367.60	0.23	2	1	NAT	Myrtle Park		
3100940	248.32	0.15	1	1	NAT	Myrtle Park		X
3100942	208.68	0.13	1	1	NAT	Myrtle Park		X
3100943	142.93	0.09	2	1	NAT	Myrtle Park		X
3100953	800.98	0.50	2	1	NAT	Sage Hen Creek		
3100955	349.35	0.22	2	1	NAT	Sage Hen Creek	0.05	
3100957	1494.95	0.93	2	1	NAT	Sage Hen Creek	0.90	
3100959	725.98	0.45	2	2	NAT	Sage Hen Creek	0.03	
3100961	1757.60	1.09	2	2	NAT	Sage Hen Creek	0.21	
3100962	248.83	0.15	2	2	NAT	Sage Hen Creek		
3100963	2049.67	1.24	2	1	NAT	Sage Hen Creek	0.09	X
3100964	197.30	0.12	2	1	NAT	Sage Hen Creek	0.10	
3100967	662.00	0.41	1	1	NAT	Sage Hen Creek	0.40	X

SILVIES CANYON
PLANNING AREA ROADS ANALYSIS

ROAD	LENGTH (Meters)	LENGTH (Miles)	OPER ML	OBJ ML	SURFACE	HUC6_NAME	Miles in RHCA	Closed by Previous Decision
3100967	992.99	0.62	2	2	NAT	Sage Hen Creek		
3100969	910.78	0.57	2	2	NAT	Sage Hen Creek	0.05	
3100982	704.19	0.44	2	2	NAT	Myrtle Park		
3100985	333.16	0.21	1	1	NAT	Myrtle Park		X
3100986	241.97	0.15	1	1	NAT	Myrtle Park		X
3110000	2887.94	1.79	2	2	NAT	Burnt Mountain		
3110000	443.47	0.28	2	2	NAT	Stancliffe Creek		
3110109	652.74	0.41	2	2	NAT	Stancliffe Creek	0.34	
3110110	969.81	0.60	2	2	NAT	Burnt Mountain		
3110111	299.65	0.19	2	1	NAT	Red Hill		
3110127	753.78	0.47	2	2	NAT	Stancliffe Creek	0.30	
3110140	272.73	0.17	2	1	NAT	Stancliffe Creek	0.07	
3110164	271.16	0.17	2	2	NAT	Burnt Mountain		
3110176	812.13	0.50	2	1	NAT	Burnt Mountain		
3110181	833.54	0.52	2	1	NAT	Burnt Mountain		
3110182	763.66	0.47	2	2	NAT	Stancliffe Creek		
3110185	1216.21	0.76	2	2	NAT	Stancliffe Creek		
3110186	198.70	0.12	2	1	NAT	Stancliffe Creek		
3110224	2422.30	1.51	2	2	NAT	Red Hill	0.05	
3110224	1588.23	0.99	2	2	NAT	Burnt Mountain		
3110224	771.73	0.48	1	1	NAT	Burnt Mountain		
3110230	3425.37	2.13	2	2	NAT	Stancliffe Creek	0.05	
3110232	1426.31	0.89	2	2	NAT	Stancliffe Creek	0.40	
3110234	1852.21	1.15	2	2	NAT	Stancliffe Creek		
3110332	396.00	0.25	2	2	NAT	Burnt Mountain		
3110820	279.75	0.17	2	2	NAT	Burnt Mountain		
3110986	215.74	0.13	2	1	NAT	Burnt Mountain		
3120000	2028.38	1.26	2	2	NAT	Stancliffe Creek	0.80	
3120000	5802.37	3.61	2	2	NAT	Burnt Mountain		
3120123	801.10	0.50	2	1	NAT	Stancliffe Creek		
3120124	655.73	0.41	2	2	NAT	Stancliffe Creek		
3120125	237.14	0.15	2	2	NAT	Burnt Mountain	0.10	
3120125	2565.30	1.59	2	2	NAT	Stancliffe Creek		
3120126	667.52	0.41	2	1	NAT	Stancliffe Creek	0.03	
3120142	662.04	0.41	2	2	NAT	Stancliffe Creek		
3120142	1757.43	1.09	2	2	NAT	Burnt Mountain		
3120143	424.95	0.26	2	1	NAT	Burnt Mountain		
3120144	225.43	0.14	2	1	NAT	Burnt Mountain		
3120155	1046.76	0.65	2	1	NAT	Burnt Mountain	0.11	
3120155	337.11	0.21	2	1	NAT	Stancliffe Creek		
3120159	362.64	0.23	2	2	NAT	Burnt Mountain		
3120161	266.55	0.17	2	2	NAT	Burnt Mountain		
3120163	623.18	0.39	2	2	NAT	Burnt Mountain		
3120163	471.50	0.29	2	2	NAT	Stancliffe Creek		
3120166	965.23	0.60	2	1	NAT	Burnt Mountain		
3120172	597.36	0.37	2	1	NAT	Burnt Mountain		
3120173	237.88	0.15	2	1	NAT	Burnt Mountain		X
3120236	239.91	0.15	2	1	NAT	Burnt Mountain		
3120279	725.07	0.45	2	1	NAT	Burnt Mountain		
3125000	4997.39	3.11	3	3	IMP	Sage Hen Creek	0.67	
3125000	2543.95	1.58	3	3	IMP	Burnt Mountain		
3125000	1885.09	1.17	2	2	NAT	Burnt Mountain		
3125051	1519.90	0.94	2	2/1	NAT	Sage Hen Creek	0.01	
3125121	329.16	0.20	2	1	NAT	Burnt Mountain		
3125122	366.79	0.23	2	2	NAT	Sage Hen Creek		
3125150	908.91	0.56	2	1	NAT	Burnt Mountain		
3125151	154.68	0.10	2	1	NAT	Burnt Mountain		
3125152	84.25	0.05	2	1	NAT	Burnt Mountain		
3125153	95.97	0.06	2	1	NAT	Burnt Mountain		
3125240	887.70	0.55	2	1	NAT	Burnt Mountain		
3125244	2338.76	1.45	2	2/1	NAT	Sage Hen Creek	0.71	
3125374	1073.22	0.67	1	1	NAT	Burnt Mountain		X
3125413	1084.69	0.67	2	2	NAT	Burnt Mountain		X
3125413	465.17	0.29	1	1	NAT	Burnt Mountain		X
3125435	647.48	0.40	2	1	NAT	Burnt Mountain		X
3125436	410.11	0.25	2	1	NAT	Burnt Mountain		
3125437	239.84	0.15	2	2	NAT	Burnt Mountain		
3125487	686.38	0.43	2	2	NAT	Burnt Mountain		
3125525	513.12	0.32	2	2	NAT	Sage Hen Creek		

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ROAD	LENGTH (Meters)	LENGTH (Miles)	OPER ML	OBJ ML	SURFACE	HUC6_NAME	Miles in RHCA	Closed by Previous Decision
3125526	199.75	0.12	1	1	NAT	Burnt Mountain		X
3125527	1209.28	0.75	2	1	NAT	Sage Hen Creek		
3125528	162.06	0.10	1	1	NAT	Burnt Mountain		X
3125529	403.86	0.10	1	1	NAT	Burnt Mountain		X
3125530	140.60	0.09	1	1	NAT	Burnt Mountain		X
3125531	571.21	0.35	2	1	NAT	Myrtle Creek		
3125532	431.25	0.27	2	2	NAT	Burnt Mountain		X
3125532	287.40	0.18	1	2	NAT	Burnt Mountain		
3125533	568.42	0.35	2	1	NAT	Myrtle Creek		
3125536	848.61	0.53	2	2	NAT	Burnt Mountain		
3125544	178.19	0.11	2	2	NAT	Burnt Mountain		
3125548	378.42	0.24	2	2	NAT	Burnt Mountain		
3125553	284.04	0.18	2	1	NAT	Sage Hen Creek		
3125553	156.87	0.10	2	1	NAT	Burnt Mountain		
3125555	1293.86	0.80	2	1	NAT	Burnt Mountain	0.31	
3125556	372.21	0.23	2	1	NAT	Burnt Mountain	0.20	
3125670	324.75	0.20	2	1	NAT	Burnt Mountain		
3125735	290.38	0.18	1	1	NAT	Burnt Mountain		X
3125744	214.99	0.13	2	1	NAT	Burnt Mountain		
3125749	2072.39	1.29	2	1	NAT	Burnt Mountain		
3125751	315.50	0.20	2	1	NAT	Burnt Mountain		
3125755	759.13	0.47	2	1	NAT	Burnt Mountain		
3125756	326.02	0.20	2	1	NAT	Burnt Mountain		
3125761	242.56	0.15	2	1	NAT	Burnt Mountain		
3125764	268.59	0.17	2	1	NAT	Burnt Mountain		
3125767	196.74	0.12	2	1	NAT	Sage Hen Creek		
3125767	247.29	0.15	2	1	NAT	Burnt Mountain		
3125772	428.36	0.27	1	1	NAT	Sage Hen Creek		X
3125772	233.25	0.14	1	1	NAT	Burnt Mountain		
3125789	1913.51	1.19	2	2	NAT	Burnt Mountain		
3125794	79.15	0.05	2	1	NAT	Burnt Mountain		
3125794	1176.95	0.73	2	1	NAT	Sage Hen Creek		
3125798	3040.70	1.89	2	2	NAT	Burnt Mountain		
3125798	136.81	0.09	2	2	NAT	Sage Hen Creek		
3125911	298.53	0.19	2	1	NAT	Sage Hen Creek		
3125912	1296.88	0.81	2	2	NAT	Myrtle Park	0.84	
3125912	5366.74	3.33	2	2	NAT	Sage Hen Creek		
3125913	927.66	0.58	2	2	NAT	Sage Hen Creek		
3125914	1054.16	0.66	2	2	IMP	Sage Hen Creek		
3125914	3418.09	2.12	2	2	NAT	Sage Hen Creek		
3125914	814.59	0.51	2	2	NAT	Sage Hen Creek		
3125916	214.38	0.13	2	2	NAT	Sage Hen Creek	0.03	
3125916	798.78	0.50	2	2	NAT	Myrtle Creek		
3125918	406.11	0.25	2	2	NAT	Sage Hen Creek		
3125918	2850.23	1.77	2	2	NAT	Myrtle Creek		
3125920	1904.92	1.18	2	1	NAT	Sage Hen Creek	0.16	
3125922	294.61	0.18	2	2	NAT	Sage Hen Creek	0.04	
3125923	196.25	0.12	2	2	NAT	Sage Hen Creek	0.04	
3125924	2612.75	1.62	2	1	NAT	Sage Hen Creek	0.06	
3125926	433.47	0.27	2	1	NAT	Sage Hen Creek		
3125927	235.29	0.15	2	1	NAT	Myrtle Creek		
3125927	115.72	0.07	2	1	NAT	Burnt Mountain		
3125928	460.70	0.22	2	2	NAT	Sage Hen Creek	0.08	X
3125929	222.73	0.14	2	1	NAT	Sage Hen Creek		
3125930	530.93	0.33	2	1	NAT	Burnt Mountain		
3125931	511.04	0.32	2	1	NAT	Sage Hen Creek		
3125943	818.59	0.51	2	1	NAT	Sage Hen Creek		
3125945	2312.54	1.44	2	2	NAT	Sage Hen Creek	0.04	
3125947	310.20	0.19	2	1	NAT	Sage Hen Creek		
3125951	1323.44	0.82	2	1	NAT	Sage Hen Creek		
3125952	383.80	0.24	2	1	NAT	Sage Hen Creek		
3125971	385.14	0.24	2	2	NAT	Sage Hen Creek	0.04	X
3125971	1925.97	1.20	1	2	NAT	Sage Hen Creek		X
3125971	963.01	0.60	2	2	NAT	Sage Hen Creek		X
3125972	396.11	0.25	2	1	NAT	Sage Hen Creek		
3125973	101.15	0.06	2	2	NAT	Sage Hen Creek		
3125975	157.69	0.10	2	1	IMP	Sage Hen Creek		
3125977	344.35	0.21	2	2	NAT	Burnt Mountain		
3125977	327.36	0.20	2	2	NAT	Sage Hen Creek		

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ROAD	LENGTH (Meters)	LENGTH (Miles)	OPER ML	OBJ ML	SURFACE	HUC6_NAME	Miles in RHCA	Closed by Previous Decision
3125978	853.94	0.53	2	2	NAT	Sage Hen Creek		
3125979	686.51	0.43	2	1	NAT	Sage Hen Creek		
3125979	2404.09	1.49	2	1	NAT	Burnt Mountain		
3125980	355.21	0.22	2	1	NAT	Burnt Mountain		
3125981	23.06	0.01	2	2	NAT	Myrtle Creek	0.04	
3125981	4410.25	2.74	2	2	NAT	Burnt Mountain		
3125983	153.82	0.10	2	2	NAT	Myrtle Creek		
3125983	2083.05	1.29	2	2	NAT	Burnt Mountain		
3125987	241.37	0.15	2	1	NAT	Burnt Mountain		
3125988	466.78	0.29	2	1	NAT	Burnt Mountain		
3125989	292.31	0.18	2	1	NAT	Burnt Mountain		
3125990	154.18	0.10	2	1	NAT	Burnt Mountain		
3125991	69.88	0.04	2	2	NAT	Myrtle Creek		
3125991	566.79	0.35	2	2	NAT	Burnt Mountain		
3125993	332.87	0.21	2	1	NAT	Myrtle Creek		
3125993	299.73	0.19	2	1	NAT	Burnt Mountain		
3125997	543.00	0.34	2	1	NAT	Burnt Mountain		
3125999	659.26	0.41	1	1	NAT	Myrtle Creek		X
3125999	136.50	0.08	1	1	NAT	Burnt Mountain		X
3130000	6886.10	4.28	2	2	NAT	Boulder Creek/Fawn Creek	0.03	
3130000	39.75	0.02	2	2	NAT	Stancliffe Creek		
3130000	4501.79	2.80	3	2	IMP	Stancliffe Creek		
3130055	1825.02	1.13	2	1	NAT	Boulder Creek/Fawn Creek		
3130057	3366.03	2.09	2	2	NAT	Stancliffe Creek	0.04	
3130059	46.09	0.03	2	2	NAT	Stancliffe Creek		
3130063	196.16	0.12	1	1	NAT	Boulder Creek/Fawn Creek		
3130063	151.61	0.09	2	1	NAT	Boulder Creek/Fawn Creek		
3130066	214.23	0.13	2	1	NAT	Boulder Creek/Fawn Creek		
3130074	395.08	0.25	2	1	NAT	Stancliffe Creek		
3130077	134.70	0.08	2	1	NAT	Stancliffe Creek		
3130079	367.83	0.23	2	1	NAT	Stancliffe Creek		
3130080	355.54	0.22	1	1	NAT	Boulder Creek/Fawn Creek		X
3130080	533.15	0.33	2	2	NAT	Boulder Creek/Fawn Creek		X
3130085	1228.98	0.76	2	2	NAT	Stancliffe Creek		
3130093	2757.09	1.71	2	2	NAT	Stancliffe Creek	0.27	
3130101	998.10	0.62	2	1	NAT	Stancliffe Creek	0.46	
3130103	20.86	0.01	2	2	NAT	Stancliffe Creek		
3130106	2236.45	1.39	2	2	NAT	Stancliffe Creek		
3130107	237.92	0.15	1	1	NAT	Stancliffe Creek		X
3130127	393.40	0.24	2	2	NAT	Boulder Creek/Fawn Creek	0.46	
3130128	116.96	0.07	1	1	NAT	Boulder Creek/Fawn Creek	0.02	X
3130129	2268.70	1.41	2	2	NAT	Boulder Creek/Fawn Creek	0.57	
3130129	2417.27	1.50	2	2	NAT	Stancliffe Creek		
3130130	491.90	0.31	2	1	NAT	Boulder Creek/Fawn Creek		
3130242	218.35	0.14	2	1	NAT	Boulder Creek/Fawn Creek		
3130410	2213.43	1.38	2	2	NAT	Boulder Creek/Fawn Creek		
3130412	1261.02	0.78	2	2	NAT	Boulder Creek/Fawn Creek		
3130416	176.01	0.11	2	2	NAT	Boulder Creek/Fawn Creek		
3130616	1109.67	0.69	2	1	NAT	Stancliffe Creek		
3130617	365.51	0.23	2	1	NAT	Stancliffe Creek		
3130618	1300.38	0.81	2	2	NAT	Stancliffe Creek		
3130827	923.55	0.57	2	2	NAT	Boulder Creek/Fawn Creek		
3130987	735.99	0.46	1	1	NAT	Stancliffe Creek		X
3130988	962.82	0.60	2	2	NAT	Stancliffe Creek		
3130989	477.22	0.30	2	2	NAT	Stancliffe Creek		X
3130990	527.04	0.33	1	1	NAT	Boulder Creek/Fawn Creek		X
3130990	306.22	0.19	2	1	NAT	Boulder Creek/Fawn Creek		
3130990	13.24	0.01	2	1	NAT	Stancliffe Creek		
3130992	4029.44	2.50	2	2	NAT	Boulder Creek/Fawn Creek	0.04	
3130993	629.97	0.39	2	1	NAT	Boulder Creek/Fawn Creek		
3130994	636.51	0.40	2	1	NAT	Boulder Creek/Fawn Creek		
3140000	2691.76	1.67	3	3	AGG	Boulder Creek/Fawn Creek	0.39	
3140000	6280.77	3.90	3	3	AGG	Boulder Creek/Fawn Creek		
3140000	2241.85	1.39	3	3	AGG	Sage Hen Creek		
3140020	1371.47	0.85	2	2	NAT	Boulder Creek/Fawn Creek	0.01	
3140020	1218.90	0.76	2	2	AGG	Boulder Creek/Fawn Creek		
3140049	304.41	0.19	2	1	NAT	Boulder Creek/Fawn Creek		
3140051	113.43	0.07	2	1	NAT	Boulder Creek/Fawn Creek		
3140060	24.96	0.02	2	2	IMP	Sage Hen Creek		

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ROAD	LENGTH (Meters)	LENGTH (Miles)	OPER ML	OBJ ML	SURFACE	HUC6_NAME	Miles in RHCA	Closed by Previous Decision
3140081	1322.17	0.82	2	2	NAT	Sage Hen Creek	0.03	X
3140081	2313.49	1.44	2	2	NAT	Myrtle Park		X
3140081	50.21	0.03	2	2	IMP	Sage Hen Creek		X
3140081	754.23	0.47	2	2	NAT	Boulder Creek/Fawn Creek		X
3140082	968.51	0.51	2	2	NAT	Myrtle Park		X
3140086	1398.61	0.87	2	2	NAT	Sage Hen Creek	0.04	
3140089	134.77	0.08	1	1	NAT	Sage Hen Creek		X
3140089	404.12	0.25	1	1	NAT	Sage Hen Creek		X
3140100	92.76	0.06	1	1	NAT	Boulder Creek/Fawn Creek		X
3140104	1470.04	0.91	2	2	NAT	Boulder Creek/Fawn Creek		
3140105	288.23	0.18	2	2	NAT	Boulder Creek/Fawn Creek		
3140105	1860.10	1.16	2	2	NAT	Sage Hen Creek		
3140108	369.90	0.23	2	1	NAT	Boulder Creek/Fawn Creek		
3140110	555.30	0.35	2	1	NAT	Boulder Creek/Fawn Creek		
3140119	218.49	0.14	1	1	NAT	Sage Hen Creek		X
3140119	675.04	0.40	1	1	NAT	Boulder Creek/Fawn Creek		X
3140120	599.72	0.37	2	2	NAT	Boulder Creek/Fawn Creek		
3140120	923.00	0.57	2	2	NAT	Sage Hen Creek		
3140121	2323.22	1.44	2	1	NAT	Boulder Creek/Fawn Creek	0.15	
3140123	1433.55	0.89	2	1	NAT	Boulder Creek/Fawn Creek		
3140125	1164.58	0.72	2	2	NAT	Boulder Creek/Fawn Creek		
3140205	672.38	0.42	2	1	NAT	Boulder Creek/Fawn Creek		
3140207	226.19	0.14	2	1	NAT	Boulder Creek/Fawn Creek		
3140210	2277.90	1.42	2	2	AGG	Boulder Creek/Fawn Creek	0.12	
3140211	941.35	0.58	2	2	NAT	Boulder Creek/Fawn Creek		
3140212	468.02	0.29	2	2	NAT	Boulder Creek/Fawn Creek		
3140214	849.53	0.53	2	1	NAT	Boulder Creek/Fawn Creek		
3140218	471.77	0.29	2	1	NAT	Boulder Creek/Fawn Creek	0.05	
3140220	230.90	0.14	2	1	NAT	Boulder Creek/Fawn Creek		
3140221	378.42	0.24	2	1	NAT	Boulder Creek/Fawn Creek	0.04	
3140408	1004.78	0.62	2	2	NAT	Boulder Creek/Fawn Creek	0.04	
3140421	116.47	0.07	2	2	IMP	Myrtle Park		
3145062	164.55	0.10	2	2	NAT	Myrtle Park	0.75	X
3145062	2082.24	1.29	1	1	NAT	Myrtle Park		X
3145065	1457.71	0.91	2	2	NAT	Myrtle Park	0.07	X
3145385	464.35	0.29	2	2	NAT	Myrtle Park		
3145387	557.43	0.35	2	2	NAT	Myrtle Park		
3145389	1190.04	0.74	2	2	NAT	Myrtle Park	0.11	
3150000	1369.51	0.85	3	3	IMP	Myrtle Park	0.06	
3150390	263.03	0.16	2	2	NAT	Myrtle Park		
3150857	206.80	0.13	2	2	NAT	Myrtle Park		
3150891	11.50	0.01	2	2	NAT	Myrtle Park		
3150948	524.67	0.33	2	2	NAT	Myrtle Park		
3700000	2305.04	1.43	4	4	AGG	Myrtle Park	1.71	
3700000	5719.92	3.55	4	4	BST	Myrtle Park		
3700070	14.13	0.01	2	2	NAT	Myrtle Park		
3700100	1730.62	1.08	2	1	NAT	Myrtle Park	0.21	
3700117	3892.02	2.42	2	1	NAT	Myrtle Park	0.28	
3700120	662.91	0.41	2	1	NAT	Myrtle Park	0.05	
3700121	315.37	0.17	1	1	NAT	Myrtle Park	0.12	X
3700122	320.55	0.10	1	1	NAT	Myrtle Park		X
3700123	82.88	0.05	2	2	NAT	Myrtle Park	0.05	
3700124	324.31	0.20	1	1	NAT	Myrtle Park		X
3700125	433.88	0.27	1	1	NAT	Myrtle Park		X
3700138	228.14	0.14	2	1	NAT	Myrtle Park		
3700162	543.48	0.34	2	1	NAT	Myrtle Park		
3700163	252.26	0.16	2	1	NAT	Myrtle Park		
3700167	408.13	0.25	2	1	NAT	Myrtle Park	0.12	
3700170	450.57	0.28	1	1	NAT	Myrtle Park	0.16	X
3700172	903.30	0.56	2	1	NAT	Myrtle Park		
3700174	409.49	0.10	1	1	NAT	Myrtle Park		X
3700176	809.60	0.50	2	1	NAT	Myrtle Park		
3700177	706.47	0.44	2	1	NAT	Myrtle Park		
3700178	342.05	0.21	2	1	NAT	Myrtle Park		
3700185	1752.98	1.09	2	1	NAT	Myrtle Park	0.05	
3700186	2795.58	1.72	1	1	NAT	Myrtle Park	0.19	X
3700187	3822.28	2.38	2	2	IMP	Myrtle Park	1.03	
3700189	632.39	0.39	2	1	NAT	Myrtle Park	0.16	
3700190	553.14	0.34	2	1	NAT	Myrtle Park	0.17	

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3700191	1022.69	0.64	2	1	NAT	Myrtle Park		
3700192	597.55	0.37	2	1	NAT	Myrtle Park	0.94	X
3700192	1344.55	0.84	1	1	NAT	Myrtle Park		
3700195	1008.41	0.63	2	1	NAT	Myrtle Park	0.15	
3700198	246.76	0.15	2	1	NAT	Myrtle Park	0.04	
3700202	294.51	0.18	2	2	NAT	Myrtle Park		
3700206	865.22	0.54	2	1	NAT	Myrtle Park		
3700208	529.16	0.33	2	1	NAT	Myrtle Park	0.02	
3700210	998.30	0.62	2	2	NAT	Myrtle Park		
3700211	343.98	0.21	2	2	NAT	Myrtle Park		
3700235	143.85	0.09	1	2	NAT	Myrtle Park	0.07	
3700262	190.44	0.12	2	1	NAT	Myrtle Park		
3700264	338.37	0.21	2	1	NAT	Myrtle Park		
3700275	302.85	0.19	2	1	NAT	Myrtle Park	0.10	
3700276	350.77	0.20	1	1	NAT	Myrtle Park	0.14	X
3700282	438.81	0.27	2	1	NAT	Myrtle Park		
3700283	208.22	0.13	2	1	NAT	Myrtle Park		
3700292	795.51	0.49	2	2	NAT	Myrtle Park		
3700292	3022.46	1.88	2	2	IMP	Myrtle Park		
3700293	367.01	0.23	2	2	NAT	Myrtle Park		
3700294	802.10	0.50	2	1	NAT	Myrtle Park	0.39	
3700294	1652.13	1.03	2	1	IMP	Myrtle Park		
3700297	757.77	0.47	2	1	NAT	Myrtle Park		
3700298	295.11	0.18	1	1	NAT	Myrtle Park	0.02	X
3700301	151.34	0.06	1	1	NAT	Myrtle Park		X
3700302	397.31	0.25	2	1	NAT	Myrtle Park		
3700303	839.58	0.52	2	1	NAT	Myrtle Park		
3700304	475.25	0.30	2	2	NAT	Myrtle Park		
3700306	519.53	0.32	2	1	NAT	Myrtle Park		
3700307	371.26	0.23	1	1	NAT	Myrtle Park		X
3700309	966.29	0.60	2	2	NAT	Myrtle Park		
3700311	1006.59	0.63	2	2	NAT	Myrtle Park	0.04	
3700312	435.71	0.27	2	2	NAT	Myrtle Park		X
3700313	383.83	0.24	2	2	NAT	Myrtle Park		
3700320	1590.40	0.99	2	1	NAT	Myrtle Park		
3700321	496.41	0.31	2	1	NAT	Myrtle Park		
3700322	639.16	0.40	2	1	NAT	Myrtle Park	0.04	
3700323	307.05	0.19	2	1	NAT	Myrtle Park		
3700324	6614.28	4.11	2	2	NAT	Myrtle Park		
3700325	699.81	0.43	2	2	NAT	Myrtle Park		
3700326	1053.96	0.65	2	2	NAT	Myrtle Park	0.04	
3700327	430.52	0.27	2	1	NAT	Myrtle Park		
3700328	817.81	0.51	2	1	NAT	Myrtle Park	0.04	
3700329	359.13	0.22	2	1	NAT	Myrtle Park		
3700330	679.97	0.42	2	1	NAT	Myrtle Park		
3700331	85.72	0.05	2	1	NAT	Myrtle Park		
3700332	282.78	0.18	1	1	NAT	Myrtle Park	0.05	X
3700333	126.92	0.08	2	1	NAT	Myrtle Park		
3700339	293.07	0.18	2	1	NAT	Myrtle Park		
3700340	503.36	0.31	2	1	NAT	Myrtle Park		
3700341	877.44	0.55	2	1	NAT	Myrtle Park		
3700342	383.42	0.24	1	1	NAT	Myrtle Park		X
3700345	867.21	0.54	2	2	NAT	Myrtle Park		
3700346	468.25	0.29	1	1	NAT	Myrtle Park		X
3700347	183.39	0.11	2	2	NAT	Myrtle Park		
3700348	540.44	0.34	2	1	NAT	Myrtle Park		
3700355	124.17	0.08	2	2	NAT	Myrtle Park		
3700358	392.27	0.24	2	1	NAT	Myrtle Park		
3700363	468.30	0.29	2	1	NAT	Myrtle Park	0.06	
3700375	66.52	0.04	2	1	NAT	Myrtle Park		
3700376	213.14	0.13	2	1	NAT	Myrtle Park		
3700377	786.64	0.49	2	1	NAT	Myrtle Park	0.27	
3700378	309.47	0.19	2	1	NAT	Myrtle Park	0.12	
3700379	1242.12	0.77	2	1	NAT	Myrtle Park	0.37	
3700380	196.77	0.12	2	1	NAT	Myrtle Park		
3700381	341.46	0.21	2	1	NAT	Myrtle Park	0.02	
3700390	602.31	0.37	2	2	NAT	Myrtle Park		X
3700392	254.38	0.16	2	1	NAT	Myrtle Park		
3700393	331.76	0.21	2	1	NAT	Myrtle Park		

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3700396	778.47	0.48	2	1	NAT	Myrtle Park	0.46	X
3700398	1111.17	0.69	2	2	NAT	Myrtle Park		
3700401	1524.43	0.88	1	1	NAT	Myrtle Park		X
3700402	506.84	0.31	1	1	NAT	Myrtle Park		X
3700425	791.36	0.49	2	1	NAT	Myrtle Park		
3700436	273.02	0.17	2	1	NAT	Myrtle Park	0.04	
3700437	174.20	0.11	2	1	NAT	Myrtle Park		
3700438	319.34	0.20	2	1	NAT	Myrtle Park	0.02	
3700440	2656.96	1.65	2	2	AGG	Myrtle Park	0.48	
3700440	147.50	0.09	2	2	NAT	Myrtle Park		
3700440	1033.34	0.64	2	1	NAT	Myrtle Park		X
3700505	324.15	0.20	2	1	NAT	Myrtle Park		
3700562	368.55	0.23	2	1	NAT	Myrtle Park		
3700564	810.86	0.50	2	1	NAT	Myrtle Park		
3700641	950.12	0.59	2	1	IMP	Myrtle Park		
3700641	422.51	0.26	2	1	NAT	Myrtle Park		X
3700671	943.44	0.59	2	2	NAT	Myrtle Park		
3700671	366.41	0.23	2	2	NAT	Myrtle Creek		
3700769	112.97	0.07	2	2	NAT	Myrtle Creek		
3700771	223.48	0.14	2	2	NAT	Myrtle Park		
3700838	715.69	0.44	2	2	NAT	Myrtle Park		
3700842	1160.07	0.72	2	2	NAT	Myrtle Park		
3700861	3756.01	2.33	2	1	NAT	Myrtle Park	1.48	
3700941	725.67	0.45	2	1	NAT	Myrtle Park		
3700980	360.59	0.22	2	1	NAT	Myrtle Park		
3746000	2610.25	1.62	3	3	AGG	Myrtle Creek	0.05	
3746000	1671.47	1.04	3	3	AGG	Red Hill		
3746000	684.00	0.43	3	3	IMP	Red Hill		
3746000	290.90	0.18	2	2	NAT	Red Hill		
3746238	969.26	0.60	1	1	NAT	Myrtle Creek	0.25	X
3746338	229.44	0.14	2	1	NAT	Red Hill		
3746339	491.72	0.31	2	1	NAT	Red Hill		
3746667	3000.72	1.86	2	2	IMP	Myrtle Creek		
3746667	1043.74	0.65	2	2	NAT	Myrtle Creek		
3746673	3369.16	2.09	2	2	IMP	Myrtle Creek		
3746673	802.22	0.50	2	2	AGG	Myrtle Creek		
3746673	965.83	0.60	2	2	NAT	Myrtle Creek		
3746675	2828.11	1.76	2	2	IMP	Myrtle Creek		
3746675	2162.68	1.34	2	1	NAT	Myrtle Creek		
3746676	204.27	0.13	1	1	NAT	Myrtle Creek		X
3746679	2105.34	1.31	2	2	IMP	Red Hill	0.07	
3746679	465.39	0.29	2	2	IMP	Myrtle Creek		
3746681	2198.39	1.37	2	2	NAT	Red Hill	0.02	
3746683	1816.16	1.13	2	1	NAT	Red Hill	0.05	
3746689	777.21	0.48	2	2	NAT	Myrtle Creek		
3746694	73.43	0.05	2	1	NAT	Red Hill		
3746696	584.30	0.36	2	1	NAT	Red Hill		
3746698	808.06	0.50	1	1	NAT	Myrtle Creek	0.11	X
3746702	850.83	0.53	2	1	NAT	Myrtle Creek	0.10	
3746703	51.14	0.03	2	1	NAT	Red Hill		
3746703	1343.47	0.83	2	1	NAT	Myrtle Creek		
3746704	2174.82	1.35	2	1	NAT	Myrtle Creek		
3746705	272.59	0.17	2	1	NAT	Myrtle Creek		
3746707	2003.35	1.24	2	1	NAT	Myrtle Creek	0.14	
3746709	594.17	0.37	2	1	NAT	Myrtle Creek		
3746710	377.15	0.23	2	1	NAT	Red Hill		
3746711	219.85	0.14	2	1	NAT	Red Hill		
3746712	431.03	0.27	2	1	NAT	Red Hill		
3746713	1139.78	0.71	2	2	NAT	Myrtle Creek		
3746713	3490.83	2.17	2	2	NAT	Red Hill		
3746720	400.94	0.25	2	2	NAT	Myrtle Creek		
3746720	913.34	0.57	2	2	NAT	Red Hill		
3746722	471.19	0.29	2	1	NAT	Red Hill		
3746724	211.43	0.13	2	1	NAT	Red Hill		
3746726	858.79	0.53	2	1	NAT	Myrtle Creek		
3746728	577.28	0.36	2	1	NAT	Myrtle Creek		
3746730	263.00	0.16	1	1	NAT	Myrtle Creek		X
3746732	214.19	0.13	2	1	NAT	Myrtle Creek		
3746734	1051.97	0.65	2	1	NAT	Myrtle Creek	0.05	

SILVIES CANYON
PLANNING AREA ROADS ANALYSIS

ROAD	LENGTH (Meters)	LENGTH (Miles)	OPER ML	OBJ ML	SURFACE	HUC6_NAME	Miles in RHCA	Closed by Previous Decision
3746737	549.83	0.34	2	1	NAT	Myrtle Creek		
3746739	771.95	0.48	2	1	NAT	Myrtle Creek		
3746739	122.05	0.08	2	1	NAT	Red Hill		
3746740	553.23	0.34	2	1	NAT	Myrtle Creek	0.17	
3746741	1379.00	0.86	2	2	NAT	Myrtle Creek	0.04	
3746742	803.72	0.50	1	1	NAT	Myrtle Creek	0.12	X
3746743	942.40	0.59	2	2	NAT	Myrtle Creek		
3746743	380.93	0.24	2	2	NAT	Myrtle Park		
3746744	330.72	0.21	2	2	NAT	Myrtle Creek		
3746746	318.19	0.20	2	1	NAT	Myrtle Creek	0.16	
3746748	320.71	0.20	1	1	NAT	Myrtle Creek		X
3746749	674.80	0.42	1	1	NAT	Myrtle Creek		X
3746750	305.69	0.17	2	2	NAT	Myrtle Creek		X
3746752	692.90	0.43	2	2	NAT	Myrtle Creek		
3746754	472.43	0.29	2	2	NAT	Myrtle Creek		
3746756	385.91	0.24	2	1	NAT	Myrtle Creek		
3746760	812.16	0.50	2	1	NAT	Myrtle Creek		
3746763	892.13	0.55	2	2	NAT	Myrtle Creek		
3746764	918.98	0.57	2	2	NAT	Myrtle Creek		
3746765	326.35	0.20	2	1	NAT	Myrtle Creek		
3746766	270.72	0.17	2	1	NAT	Myrtle Creek		
3746978	1119.52	0.70	2	1	NAT	Myrtle Creek	0.10	
3746980	1860.71	1.16	2	2	NAT	Myrtle Creek		
3746981	264.81	0.16	2	1	NAT	Myrtle Creek		
3746982	306.26	0.19	2	1	NAT	Myrtle Creek		
3746983	924.29	0.57	2	2	NAT	Myrtle Creek		
3746985	606.98	0.38	2	1	NAT	Myrtle Creek		
3746989	206.00	0.13	2	1	NAT	Myrtle Creek		
3746989	123.36	0.08	2	1	NAT	Red Hill		
3765000	8103.41	5.04	3	3	AGG	Myrtle Park	0.30	
3765103	615.09	0.38	1	1	NAT	Myrtle Park		X
3765135	626.05	0.39	2	2	NAT	Myrtle Park	0.37	
3765136	1451.53	0.90	2	2	NAT	Myrtle Park	1.13	
3765136	2809.70	1.75	2	2	AGG	Myrtle Park		
3765137	558.47	0.35	2	2	NAT	Myrtle Park		
3765138	1756.48	1.09	2	2	IMP	Myrtle Park	0.03	
3765139	776.75	0.48	2	1	NAT	Myrtle Park		
3765140	547.85	0.34	2	1	NAT	Myrtle Park		
3765303	306.96	0.19	2	2	IMP	Myrtle Park		
3765304	944.85	0.59	1	1	NAT	Myrtle Park		X
3765540	1552.66	0.96	2	2	IMP	Myrtle Park	0.01	
3765543	414.90	0.26	2	2	NAT	Myrtle Park	0.02	X
3765895	753.20	0.47	2	2	IMP	Myrtle Park	0.33	
3765897	611.82	0.38	1	1	NAT	Myrtle Park		X
3765904	259.12	0.16	2	2	NAT	Myrtle Park		
3765909	356.91	0.22	2	2	AGG	Myrtle Park		
3765915	162.36	0.10	2	1	NAT	Myrtle Park		
3765915	301.32	0.19	1	2	NAT	Myrtle Park		X
3765917	1194.75	0.74	2	2	NAT	Myrtle Park		
3765919	908.95	0.56	2	2	NAT	Myrtle Park		
3765921	455.61	0.28	1	1	NAT	Myrtle Park		X
3765923	1682.04	1.05	2	2	NAT	Myrtle Park		
3765924	353.49	0.22	1	1	NAT	Myrtle Park		X
3765925	607.49	0.38	2	2	NAT	Myrtle Park		X
3765940	204.03	0.13	2	1	NAT	Myrtle Park		
3765943	336.85	0.19	2	2	NAT	Myrtle Park		X
3765944	787.58	0.49	1	1	NAT	Myrtle Park		X
3765945	424.07	0.26	1	1	NAT	Myrtle Park	0.19	X
3765946	617.83	0.38	1	1	NAT	Myrtle Park	0.06	X
3765947	258.46	0.16	2	2	NAT	Myrtle Park		
3765953	135.79	0.08	2	2	NAT	Myrtle Park		
3765954	446.11	0.28	2	2	NAT	Myrtle Park		X
3765955	140.38	0.09	2	1	NAT	Myrtle Park		
				Portions of road closed are shown in the DEIS, Apendix A				
	Total Miles	375.00						
See following list for closure document information.								

APPENDIX B of A

Closed Roads

Road	Length	Miles Closed	Method of Closure	Comment
3100020	0.08	0.08	unk	Closed prior to '91
3100029	0.17	0.17	DB	Myrtle Park TS C.43 provision
3100031	0.26	0.30	unk	Closed prior to '91
3100034	0.46	0.46	PB	Myrtle Park construction contract
3100035	1.40	0.60	unk	Closed prior to '91 @ mp 0.80
3100038	0.17	0.17	PB	Myrtle Park construction contract
3100084	0.21	0.21	unk	Closed prior to '91
3100086	0.15	0.15		3100087 PB closes this road (Joaquin TS - EA/DN)
3100087	1.20	1.20	PB	CFR Wildlife Hab Protect (Joaquin TS - EA/DN)
3100089	0.60	0.60	PB	CFR Wildlife Hab Protect (Joaquin TS - EA/DN)
3100092	0.43	0.40	unk	
3100101	0.48	0.30	unk	BV TMS as closed
3100107	0.70	0.50	oblit	Closed prior to '91
3100131	1.00	1.00	DB	Closed prior to '91 (breached)
3100190	1.10	1.00	unk	Closed prior to '91
3100219	0.15	0.15	PB	Myrtle Park construction contract
3100220	0.13	0.10	unk	Closed prior to '91
3100222	0.14	0.14	DB	Myrtle Park TS C.43 provision
3100225	0.37	0.37	unk	Closed prior to '91
3100227	0.30	0.30	PB	Myrtle Park construction contract
3100228	0.47	0.30	unk	Closed prior to '91 @ mp 0.03
3100230	0.47	0.47	unk	Closed per Erickson
3100239	2.04	2.04	unk	Closed prior to '91
3100245	0.38	0.38	PB	Myrtle Park construction contract
3100247	0.45	0.20	unk	Total length unverified (TMS has .2 miles)
3100261	0.51	0.51	unk	Closed prior to '91
3100262	0.13	0.10	unk	Closed prior to '91
3100265	0.30	0.30	unk	Closed prior to '91
3100274	0.40	0.40	unk	Closed prior to '91
3100275	0.36	0.36	PB	Myrtle Park construction contract
3100276	0.56	0.56		3100275 PB closes this road
3100277	0.22	0.22	DB	Myrtle Park TS C.43 provision
3100286	0.83	0.83	DB	Myrtle Park TS C.43 provision
3100290	0.91	0.91	DB	Myrtle Park TS C.43 provision
3100293	0.21	0.20	unk	Closed prior to '91
3100299	0.10	0.10	PB	CFR Wildlife Hab Protection
3100306	0.34	0.20	unk	Closed prior to '91
3100320	0.32	0.32	NAT	Closed naturally (grown in)
3100342	0.21	0.21	unk	Closed on BV TMS
3100424	0.16	0.16	unk	Closed prior to '91
3100426	0.18	0.18	unk	Closed prior to '91 (BV)
3100429	0.89	0.89	unk	Closed prior to '91 Gold TS Decision Notice
3100435	0.13	0.10	unk	Closed prior to '91
3100545	0.20	0.20	DB	Myrtle Park TS C.43 provision
3100547	0.24	0.20	unk	Closed prior to '91
3100551	0.43	0.43	unk	Closed prior to '91
3100563	0.18	0.18		Closed by 742 PB
3100565	0.17	0.17		Closed by 742 PB
3100570	0.08	0.08	unk	Closed BV TMS

Road	Length	Miles Closed	Method of Closure	Comment
3100572	0.18	0.18	unk	Closed prior to '91
3100599	0.38	0.38	unk	Closed BV TMS
3100600	0.29	0.29	unk	Closed BV TMS
3100602	0.11	0.11	unk	Closed BV TMS
3100613	0.19	0.19	unk	Closed prior to '91 and closed more recently by 615 PB
3100615	0.89	0.89	PB	Myrtle Park construction contract
3100616	0.38	0.38	unk	Closed prior to '91
3100618	0.12	0.10	unk	Closed prior to '91
3100619	0.40	0.38		Closed by 615 PB
3100620	0.41	0.41		Closed by 615 PB
3100627	0.15	0.15	unk	Closed BV TMS
3100720	0.13	0.13	unk	Closed BV TMS
3100724	0.16	0.16	unk	Closed BV TMS
3100742	1.15	1.15	PB	Myrtle Park construction contract
3100745	0.49	0.49	NAT	Grown in naturally
3100747	0.48	0.48	NAT	Grown in naturally - closed prior to '91
3100758	0.29	0.29	PB	CFR Wildlife Hab Protection
3100774	1.19	1.19	NAT	Naturally grown in
3100795	0.25	0.25	NAT	Naturally grown in
3100827	0.09	0.09	unk	Closed prior to '91
3100844	2.63	0.70	unk	Closure proposed in Gold TS Decision Notice
3100858	0.35	0.35	unk	Closed prior to '91
3100867	0.12	0.12	unk	Closed prior to '91
3100892	0.17	0.17	unk	Closed on BV TMS
3100895	1.32	0.50	log/rock/DB	Closed prior to '91
3100909	0.28	0.28	unk	Closed on BV TMS
3100910	2.11	2.11	unk	Closed prior to '91
3100911	0.15	0.15	CMP out	CMP has been pulled
3100914	0.20	0.20	NAT	Closed prior to '91 - oblit.
3100931	0.17	0.17	unk	Closed on BV TMS
3100932	0.15	0.15	unk	Closed on BV TMS
3100940	0.14	0.14	unk	Closed on BV TMS
3100942	0.12	0.01	unk	Closed on BV TMS
3100943	0.09	0.09	unk	Closed on BV TMS
3100963	1.26	1.24	DB	Closed DB at mp 0.04
3100967	0.98	0.40	unk	Closed prior to '91 mp .6
3100985	0.21	0.21	unk	Closed on BV TMS
3100986	0.14	0.14	unk	Closed on BV TMS
3120173	0.30	0.30	unk	Closed prior to '91
3125374	0.80	0.80	unk	Closed prior to '91
3125413	1.00	1.00	unk	Closed prior to '91
3125435	0.50	0.50	unk	Closed prior to '91
3125526	0.20	0.20	unk	Closed prior to '91
3125528	0.30	0.30	unk	Closed prior to '91
3125529	0.10	0.10	unk	Closed prior to '91
3125530	0.10	0.10	unk	Closed prior to '91
3125532	0.50	0.20	unk	Closed prior to '91 @ mp .3
3125735	0.16	0.16	unk	Closed prior to '91
3125772	0.30	0.30	unk	Closed prior to '91

Road	Length	Miles Closed	Method of Closure	Comment
3125928	0.29	0.29	NAT	Naturally grown in
3125971	1.70	1.00	unk	Closed prior to '91 @ mp 1.0
3125999	0.42	0.40	unk	Closed prior to '91
3130080	0.56	0.20	unk	Closed prior to '91 @ mp 0.36
3130107	0.20	0.20	PB	CFR Wildlife Hab Protection
3130128	0.08	0.08	unk	Closed prior to '91
3130987	0.50	0.50	unk	Closed prior to '91
3130989	0.22	0.22	NAT	Naturally grown in
3130990	0.50	0.30	unk	Closed prior to '91 @ mp 0.2
3140081	2.62	2.15	Sign	Gold TS Decision Notice
3140082	0.51	0.51	oblit	Obliterated in '92 - CHANGE PARENT ROAD FROM 3145
3140089	0.30	0.30	unk	Closed prior to '91
3140100	0.10	0.10	unk	Closed prior to '91
3140119	0.54	0.40	DB	Closed prior to '91
3145062	1.40	1.10	PB	PB at mp 1.0 and DB at end of road
3145065	0.95	0.95	Sign	
3700121	0.17	0.10	unk	Closed prior to '91
3700122	0.10	0.10	unk	Closed prior to '91
3700124	0.20	0.20	unk	Closed prior to '91
3700125	0.25	0.20	unk	Closed prior to '91
3700170	0.40	0.40	unk	Closed prior to '91
3700174	0.11	0.10	unk	Closed prior to '91
3700186	1.72	1.70	unk	Closed prior to '91
3700192	1.21	1.21	unk	Closed prior to '91
3700276	0.20	0.20	unk	Closed prior to '91
3700298	0.30	0.30	unk	Closed prior to'91
3700301	0.06	0.06	PB	Myrtle Park construction contract
3700307	0.23	0.23	PB	Myrtle Park construction contract
3700312	0.27	0.27	PB	Myrtle Park construction contract
3700332	0.20	0.20	unk	Closed prior to '91
3700342	0.30	0.30	unk	Closed prior to '91
3700346	0.30	0.30	unk	Closed prior to '91
3700390	0.28	0.28	PB	Myrtle Park construction contract
3700396	0.46	0.40	unk	Closed prior to '91
3700401	0.88	0.88	unk	Closed prior to '91
3700402	0.30	0.30	unk	Closed prior to '91
3700440	2.38	0.53	CMP out	Closed mp 1.85 by fence and pulled culvert
3700641	0.75	0.13	SG	Metal gate at mp 0.62
3746238	0.70	0.70	unk	Closed prior to '91
3746676	0.30	0.30	unk	Closed prior to '91
3746698	0.52	0.50	unk	Closed priot to '91
3746730	0.16	0.16	unk	Closed prior to '91
3746742	0.48	0.48	unk	Closed prior to '91
3746748	0.17	0.10	unk	Closed prior to '91
3746749	0.40	0.40	unk	Closed prior to '91
3746750	0.17	0.17	NAT	Littered, no traffic
3765103	0.35	0.35	unk	Closed prior to '91
3765304	0.60	0.60	DB	Closed priot to '91
3765543	0.25	0.25	DB	Dirt berm and natural reprod

Road	Length	Miles Closed	Method of Closure	Comment
3765896	0.26	0.26	oblit	Is now part of 3765 reroute - remove from list
3765897	0.36	0.36	unk	Closed prior to '91
3765915	0.27	0.14	Fence	Closed at mp .13 by solid fence - no entry
3765921	0.29	0.20	unk	Closed prior to '91
3765924	0.22	0.22	unk	Closed prior to '91 as well as Myrtle Park TS C5.43
3765925	0.39	0.39	PB	Myrtle Park construction contract
3765943	0.19	0.19	oblit	Obliterated 8/10/96
3765944	0.50	0.50	PB	Closed prior to '91
3765945	0.30	0.30	NAT	Edge of 3765 road elevated - no access/Closed prior to '91
3765946	0.50	0.50	unk	Closed prior to '91 - Gold TS Decision Notice
3765954	0.28	0.28	PB x2	Myrtle Park construction contract
PB - Pole Barrier				
DB - Dirt Berm				
SG - Steel Gate				
unk - unknown (pretty sure these closures are dirt berms)				
NAT - Natural (e.g., littered, grown in, various natural occuring)				
Oblit - obliterated				
CMP - Culvert				
Closed BV TMS - The TMS map shows a road barrier in place				
C5.43 - a timber sale provision designating closure after completion of logging operations				

APPENDIX C of A

Material Sources

Silvies Canyon Material Sources

T 19 S	R 30 E	Sec 13	Lucky Charlie Pit 3100911 Rd
T 19 S	R 31 E	Sec 4	Hall Creek Pit 3140 Road
T 19 S	R 30 E	Sec 2	Big Sage Hen (Crushed Stockpile) 3100913 Rd.
T 19 S	R 30 E	Sec 35	Burnt Mt. Meadows Pit 3125 Rd
T 19 S	R 30 E	Sec 18	31 Roadside grid roll at mp 9
T 19 S	R 30 E	Sec 5	3120163 Rd
T 19 S	R 30 E	Sec 10	3100093 Rd
T 20 S	R 30 E	Sec 22	Bottom of 31 Rd (3100438)
T 18 S	R 29 E	Sec 28	3100863 Rd.
T 18 S	R 30 E	Sec 36	3765947 Rd.
T 18 S	R 29 E	Sec 5	3700440 Rd
T 18 S	R 29 E	Sec 31	3700409/410 Rd.
T 18 S	R 29 E	Sec 1	3700546 Rd
T 18 S	R 29 E	Sec 13	3746240 Rd
T 18 S	R 29 E	Sec 14	3700/3700478 Rd
T 18 S	R 29 E	Sec 14	3700480 Rd
T 18 S	R 29 E	Sec 30	3700292 Rd